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Published weekly by Simmons-Boardman Publishing Corporation, Orange, Conn. Executive Offices, 30 Church Street, New York 7, N. Y. Entered as second class matter at Orange, Conn., under the act of March 3, 1879. Subscription price $6.00 for one year, U. S. and Canada. Single copies 50 cents each. Vol. 125, No. 15.

Vol. 125, No. 15 October 9, 1948

RAILWAY AGE

With which are incorporated the Railway Review, the Railway Gazette, and the Railway-Age Gazette. Name Registered in U. S. Patent Office.

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Published each Saturday by the Simmons-Boardman Publishing Corporation, Orange, Conn., with Editorial and Executive Offices at 30 Church Street, New York 7, N. Y., and 105 W. Adams Street, Chicago 3, Ill.

Washington 4, D. C.: 1081 National Press Building— Cleveland 13: Terminal Tower—Seattle 1: 1038 Henry Building—San Francisco 4: 300 Montgomery Street, Rooms 805-806—Los Angeles 14: 530 West 6th Street—Dallas 4: 2909 Maple Avenue.

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Subscriptions including 52 regular weekly issues, and special daily editions published from time to time in New York or in places other than New York, payable in advance and postage free. United States, U. S. possessions and Canada: 1 year, $6.00; 2 years, $10.00; other countries not including daily editions: in Western Hemisphere 1 year $10.00; 2 years $16.00; other countries 1 year $15.00; 2 years $25.00. Single copies, 50 cents each, except special issues.

H. E. McCandless, Circulation Manager, 30 Church Street, New York 7.

Railway Age is a member of Associated Business Papers (A. B. P.) and Audit Bureau of Circulation (A. B. C.) and is indexed by the Industrial Arts Index and by the Engineering Index Service.

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WEEK AT A GLANCE

MORE RAILROAD RESEARCH: Plans have been announced for construction in Chicago of a $600,000 building as a laboratory and administrative headquarters for the research staffs of the Engineering and Mechanical divisions, and the Container bureau, of the Association of American Railroads. The building is described in an illustrated article beginning on page 58; while the implications and advantages of the new building are discussed in one of our editorials.

PENAL PROSECUTION—OR INTELLIGENT REGULATION: "The proper function of government in dealing with the railroads is not that of a sleuth on the track of a dangerous felon —instead it is that of a traffic cop whose duty is to keep the wheels of commerce moving." The extent to which the government, in its regulatory policies, has failed to fulfill its proper function, and some of the implications of its failure, constitute the theme of this week's leading editorial.

STORES HANDLING COSTS: On page 67, we present an abstract of an address by C. E. Swanson, assistant general storekeeper, Chicago, Burlington & Quincy, before the Industrial Packing Engineers' Association. Mr. Swanson points out that railroad-supplier cooperation is essential before maximum economies can be realized from mechanical handling of materials and supplies.

EXECUTIVE CHANGES ON WESTERN PACIFIC: Coming changes in the presidency of the Western Pacific were announced in the *Railway Age* of September 11. A more detailed article beginning on page 55 of this issue reviews the careers of the three men chiefly involved—Charles Elsey, president; Harry A. Mitchell, vice-president and general manager; and Frederic B. Whitman, until recently general superintendent of the Burlington's Lines West and now executive vice-president of the W. P.

RAILROAD BUYING INCREASES: Our monthly summary, which begins on page 65, shows that railroad purchases in the first seven months of 1948 were approximately 18 per cent above the corresponding period of 1947. The over-all increase was a direct result of substantial rises in equipment orders, and in expenditures for fuel and miscellaneous materials and supplies.

RAILROAD RADIO: The cost savings and operating benefits resulting from use of radio on road trains and in yards were among the major subjects of discussion at the A.A.R.'s Communications Section meeting at Colorado Springs, Colo., which is reported in an article beginning on page 68. But while the communications men were discussing radio—and other new electrical and electronic communications devices—the Federal Communications Commission was preparing to hold hearings on its proposal to deprive the railroads of 19 of the 60 radio frequencies now allocated to them in the 152-162 Mc. band. An account of the opening of those hearings appears in our news pages.

B. & B. PROBLEMS: A variety of topics, ranging from concrete to water waste, and oil storage to tunnel lining, occupied the attention of bridge and building officers at their recent meeting in Chicago. The various addresses and reports are summarized in an article which begins on page 60. The B. & B. meeting was held concurrently with that of the Roadmasters' Association, which was covered in last week's *Railway Age*.

HOME TOWN BOY MAKES GOOD: The old, yet always pleasing, story of a home town's greeting to a distinguished native son was re-enacted on a grand scale in St. Paul, Minn., on September 30, in honor of William T. Faricy, president of the Association of American Railroads. An account of the northwestern city's Railroad Day, including excerpts from Mr. Faricy's press conference remarks and formal dinner speech, and illustrated with pictures of the day's many events, begins on page 50.

NEW FAIRBANKS-MORSE DIESEL: Development of another new Diesel-electric locomotive for railroad use has been completed by Fairbanks, Morse & Co. The new locomotive, which is adaptable to operation in either main- or branch-line freight or passenger service, has been termed the "Consolidation line." As described in an illustrated article beginning on page 53, it will be available in ratings of 1,600, 2,000 or 2,400 hp. in a single standard chassis and with a single standard engine with the number of cylinders varied to suit power requirements.

GEORGE A. BLACKMORE: George A. Blackmore, chairman and chief executive officer of the Union Switch & Signal and Westinghouse Air Brake Companies, and one of the most widely-known men in the railway supply industry, died at Pittsburgh, Pa., on October 2. His distinguished career is summarized on page 70.

"ECONOMIC CRAZY QUILT": The common-carrier transportation industry has become an "economic crazy quilt," said Donald D. Conn, executive vice-president of the Transportation Association of America, in a speech at Boston, Mass., on October 4. His talk is abstracted in our news pages. And those pages carry other articles indicating that several new patches are even now in the process of being added to the quilt—for instance, another "reparation" complaint, a new 10-cent-an-hour wage boost for trainmen and conductors and collapse of wage negotiations with the non-operating brothers, even as the Interstate Commerce Commission sets November 30 as the date for hearing a rate-increase application necessitated by earlier wage hikes.

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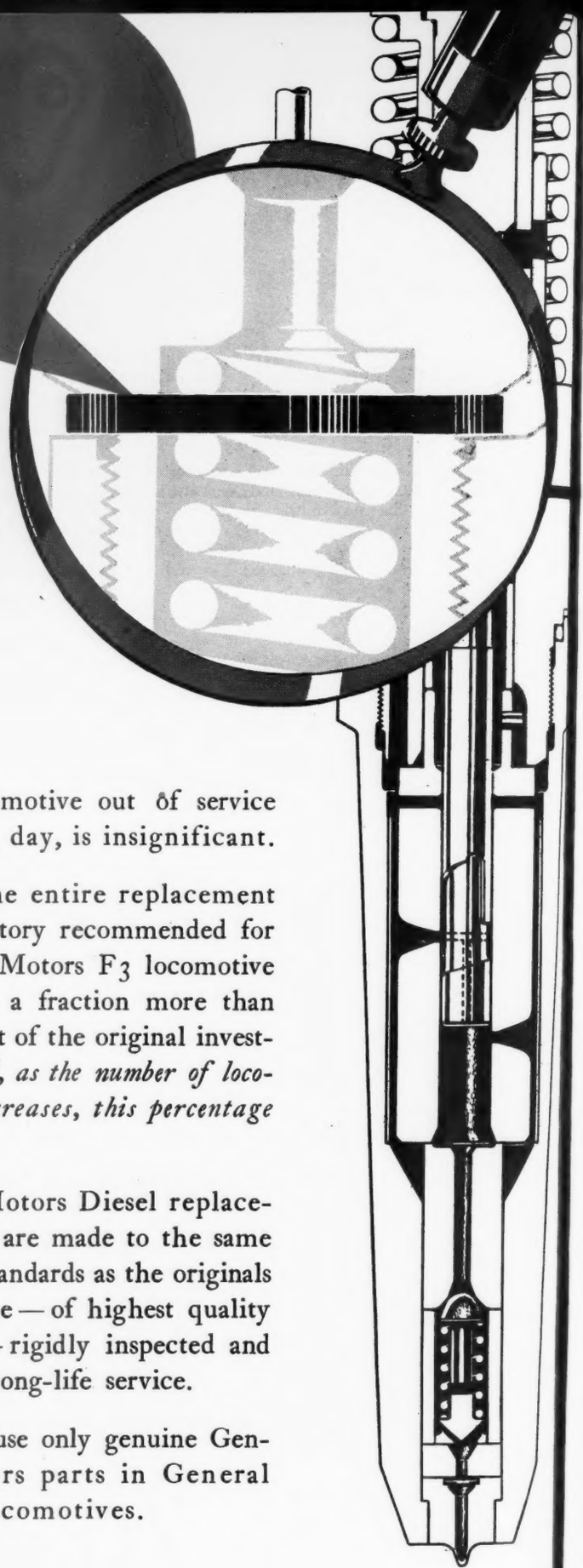

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PENAL PROSECUTION IS NOT REGULATION

The public authorities which deal with the railroads—not just the Interstate Commerce Commission and state regulatory bodies, but also the other administrative agencies, including the Justice Department, and the state and national legislatures—should not be permitted for one moment to forget that the public interest requires an attitude of constructive helpfulness on their part. The proper function of government in dealing with the railroads is not that of a sleuth on the track of a dangerous felon—instead it is that of a traffic cop whose duty is to keep the wheels of commerce moving.

Simple Deduction

After more than 60 years of federal regulation of the railroads, it should not be necessary to draw attention to this simple and obvious principal—but it clearly *is* necessary when the railroads are hauling as much traffic as they are today, and are being permitted to make so little money at it. Their stocks continue to sell at discounts below par which are about the same as those which prevailed in 1937 when the gross business being done by the railroads was less than half what it is today. There is probably no financier interested in railroads who inclines more to optimism than Patrick B. McGinnis, but he found it necessary a couple of weeks ago to report to the Chicago Traffic Club that "railroad credit vanished in 1930 and, except for a short revival during the war, has never been restored."

Since investors refuse to put new money into improvements in railroad fixed plant, the industry is limited to such additions as it can finance out of earnings—which are a meager resource when they are as low as they have been for the past 18 years, the mid-war years excepted. Nobody can possibly be blamed for the unhappy economic condition of this industry except the various political authorities which regulate and direct its affairs—because, in the absence of the political influences which restrict them, the railroads could do everything that any other industry does to eliminate unprofitable services and adjust their charges to keep pace with inflationary advances in costs. When an industry under restrictive political control does a vastly increased business, as the railroads have done, and is still unable to achieve substantial net earnings—while other industries which are free from such political restrictions are enjoying a healthy profit level—it requires only simple deduction to conclude that the restricted industry's trouble arises from its political limitations.

W. R. Inge, "the gloomy dean", in a recent book quotes an authority to the effect that "No one ever went about to break logic, but in the end logic broke him." Efficient railroad service is in-

dispensable to the military safety and continued economic well-being of the American people. They have entrusted the provision of this service to private enterprise, and to private investors. But private investors are not putting their savings into railroad improvements at a rate commensurate with the need; and the reason is that the people who want good transportation service from private enterprises have not insisted upon establishing the political conditions which will lead to the result they want. They are trying to "break logic", and experience to date does not indicate that they will succeed.

Adverse Political Factors

Adverse political factors surrounding the railroads—i. e., those which proceed from an attitude of penal prosecution, or at best indifference, rather than from an attitude of "fostering guardianship"—are divisible into three categories:

(1) Reckless appropriations of public funds for the construction of toll-free waterways and superhighways, with complete unconcern as to the effect of such action on the health of the railroads, which the people need just as much as, or more than, they need waterways and highways;

(2) Regulatory, legislative and administrative measures which increase railroad expenses or reduce their earnings and which are pursued without the slightest consideration of their probable adverse effect upon the public interest in adequate and efficient railroad service, financed by private investors; and

(3) Tardiness of regulatory authorities, state and federal, in permitting rate changes to maintain a prompt parallel with rising costs.

It is this last-named category of regulatory malpractice which is easiest to understand and which, consequently, has received the most critical attention. Important as it is, this defect in regulatory performance is only a part of the whole picture—and the railroads are not going to be saved if nothing more is corrected in the regulatory and political attitude toward them than merely to accelerate the speed with which rate increases are granted. For example, if the Justice Department should succeed in getting a judgment against the railroads for any considerable part of the billions of dollars it is trying to recover in "reparations" for war-time freight charges—how could any alacrity on the part of regulatory bodies in granting rate increases possibly extricate the industry from the ruinous financial plight into which it would be hurtled by such a judgment? Uninhibited celerity in permitting rate increases can, of itself, only speed up the process of pricing railroad service "out of the market", if there is to be no limit on toll-free improvements provided by federal funds for rival transportation agencies.

It is the job of a traffic cop—not to stop traffic, but to expedite it. He issues his "tickets" to violators, not to bring movement to a stand-still but to insure its free flow. His efficiency is measured, or should be measured, not by the number of arrests he makes, but by the ease and safety of traffic movement under his direction.

The same criterion should be established for administrative, regulatory and legislative authorities in dealing with such an essential industry as the railroads. The first gage of the efficiency of their performance should be the market price of railroad securities and the ease with which the industry is able to attract new capital from private investors. If governmental agencies continue to fumble this part of their job—as they are now fumbling it—then the number of people they penalize and the amount of money they recover in "reparations" are going to be a mighty poor substitute for the adequate and economical transportation service which is the primary concern of the American people with the railroad industry.

THE A.A.R. RESEARCH LABORATORY

The laboratory to be built for the use of the Association of American Railroads on the campus of the Illinois Institute of Technology, Chicago, will fill a need of long standing, which has become increasingly imperative as the association's research activities have expanded. The office space occupied by the research and engineering staffs of the Engineering and Mechanical divisions at their Chicago headquarters is no longer sufficient or suitable. In addition, a need has developed for laboratory facilities capable of carrying out several highly specialized research undertakings of the A.A.R., notably the container-testing and refrigerator-car programs. The new laboratory will supply these needs, as well as performing various auxiliary functions.

Originally, nearly all research work for the benefit of the railroads was carried out by individual railroads and manufacturers. While important advances were made under this system, many problems remained unsolved, and a need for group action became apparent. The result was that a program of cooperative research was undertaken under the aegis of the A.A.R., which has expanded rapidly in recent years. Where these efforts required the use of laboratory testing equipment, arrangements were made to use the existing facilities

of universities or individual railroads or manufacturers.

From time to time the suggestion has been made that the railroads should centralize their activities in applied research in a single agency, which presumably would have a laboratory fully equipped to tackle any problems of testing or analysis that might arise. There has been much heated argument over this suggestion, but little else has developed.

The projected research laboratory at Chicago is definitely not of the scope contemplated by the proponents of a centralized research agency. In announcing the plans for the laboratory President Faricy of the A.A.R. was careful to point out that there is to be no change in the association's policy of using industrial and university laboratories wherever possible in conducting its research work. Many will be gratified thus to learn that there is apparently no intention of working revolutionary changes in the wide-spread network of research facilities and activity that has given such a good account of itself in recent years.

Aside from the fact that the new laboratory will help to accelerate the research efforts of the A.A.R., it will also have the important effect of serving as concrete evidence—something not heretofore visible to the layman—that the railroads have a large-scale research program.

. . . more astonishing is the fact that a great many people in America are urging more and more government controls, with less and less individual freedom. Many are urging that in order to remain great we must desert the fundamental principles that have made us great. So skillfully have those favoring government management of American industry handled their cause, that we are now growing up a younger generation that is almost entirely uninformed regarding the outstanding achievements of our own economy, and also regarding the basic factors responsible for those outstanding achievements. My own experience in speaking to high school and college students in the nation is in accord with the results of newspaper reports of various polls taken during the last five years, in which a large percentage of high school students and sometimes a majority of college students have expressed a conviction that America would be as well off if not better off with a government-operated industry. . . .

They call it nationalization in England. No matter what you would call it in America, government ownership of the railroads would mean the beginning of the end for the system of free and private enterprise. Our workers have a huge stake in the American way. If private ownership of industry is worth saving, then we must do everything to stave off tendencies toward socialism. Railroads in the United States and one Canadian line are the only railroads in the world that are not government owned or government controlled. Where do you have the best railroads and the best service? In America. Our railroads offer better service at lower cost than you'll find in any other nation in the world. This is true even though the pay envelope of the American railroad worker is far greater than that of railroad workers in other nations.

—*George S. Benson, President, Harding College, Searcy, Ark.*

AN INNOVATION IN CAR REPAIR YARDS

The application of shop production principles to outdoor car-repair work to the extent introduced by the Norfolk & Western at its Bluefield, W. Va., rip track, described in our September 4 issue, is an innovation in an important phase of railroad maintenance work that has always been handicapped by adverse working conditions. Several car repair yards have been improved by paving the working area between repair tracks and the roads between these tracks and supply points—an improvement that has boosted the usefulness of motorized material-handling equipment and decreased material-handling costs. However, the production principle of moving the work to the men, which has been introduced at the Bluefield rip track, is a new application of assembly-line methods used so successfully in the automobile industry to cut production costs.

All major repair operations at Bluefield are concentrated within a relatively small working area, in contrast to the normal arrangement in which the defective cars are spotted along many hundred feet of trackage. By keeping the work localized and adjacent to the supply storage facilities, the time and effort expended in moving men, materials and tools over long stretches of track are eliminated. Shortening the supply lines simplifies the material-handling operations and frees the mobile equipment from much of the material-movement duties and makes it available to assist in the actual repair operations.

The conditions at Bluefield are, perhaps, ideal for the introduction of this repair set-up in that the yard is on a natural gradient that allows the cars to be moved to the working area by gravity, and also because most of the cars handled are of one type. The principles, however, can be applied to any repair yard with variations to meet local conditions. Their application, handled intelligently, should produce approximately the same results that are being obtained at Bluefield where the efficiency has been increased an estimated 25 per cent. Another advantage is that, along with this greater output per unit of time, better working conditions have been obtained because a great deal of the heavy lifting and moving of heavy parts is transferred to mechanical equipment and many steps are saved the workmen. The men know that they are turning out more work; they also know that they are less tired after doing it.

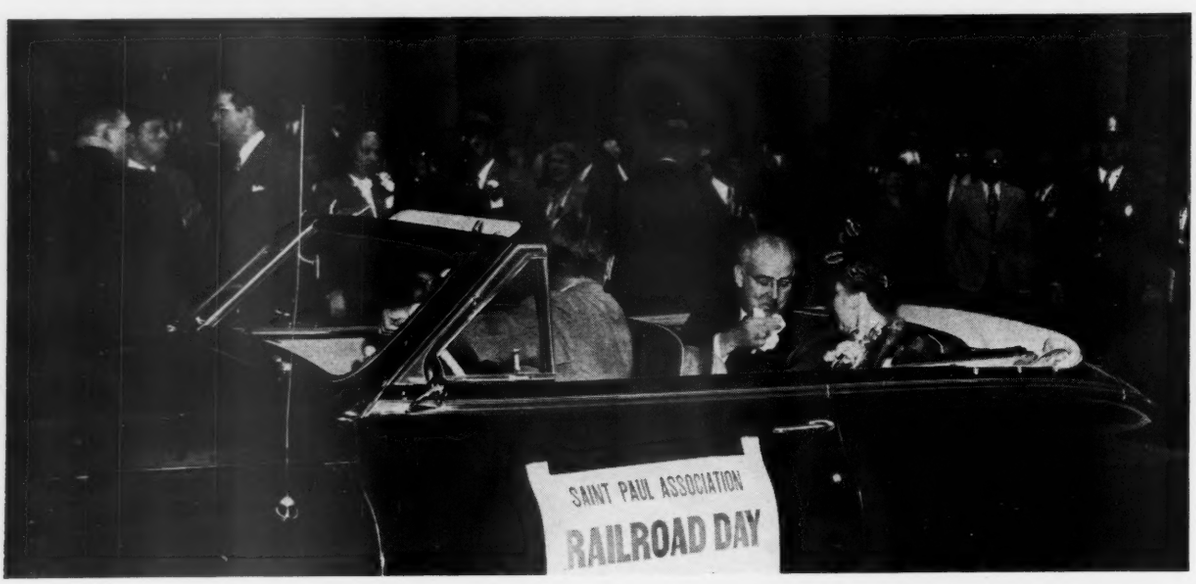
Having improved some of the conditions affecting rip-track repairs the Bluefield set-up with its small working area suggests another step that may now be practicable to consider—doing something about the adverse effect of inclement weather by erecting a roof over the working area.

"HOME TOWN" PAYS TRIBUTE TO WILLIAM T. FARICY

On September 30, St. Paul "took its hair down" for William T. Faricy, president, Association of American Railroads, who was honor guest as his home town observed Railroad Day with a continuous series of events in recognition of the contributions which the railroads have made to the social and economic life of the city and the Northwest.

Beginning a strenuous schedule set up under the sponsorship of the St. Paul Association of Commerce, Mr. Faricy met with representatives of the press at breakfast and then participated in feature events which included several parades, radio interviews, public and private receptions, and visits to his old desk in the general offices of the Chicago, St. Paul, Minneapolis & Omaha; the elaborate model railroad in the St. Paul Union Depot; the Chicago & North Western's "children's train" operated in Courthouse square in the center of the city; and a several-thousand-foot track exhibit of modern passenger and freight equipment set up for public display by the nine roads serving the city.

The mid-day highlight of the celebration was a luncheon tendered to the A. A. R. head by the St. Paul Transportation Club, where 325 members and



Mr. and Mrs. Faricy start on eventful day as they head a parade and motorcade from the Union Depot to the hotel headquarters

"Welcome Home"—"Railroad Day" signs greeted the A.A.R. president all over town. Greeting more than 500 old friends at a banquet before launching into his evening coast-to-coast broadcast

guests saw him interviewed on the radio and awarded an honorary life membership in the club. Climaxing the day's events, Mr. Faricy addressed a group of more than 500 at a dinner at the Hotel Lowry, speaking over a coast-to-coast network on the subject, Our Railroads—Today and Tomorrow.

Opening his press conference on the sober note of present strained international relations, Mr. Faricy decried the possibility of another World war, but said that the railroads "did it during World War II and they can do it again if necessary." "We are making every effort to get ourselves ready to handle any traffic volume that may come," he added. Military Railway units are already organized and their officer personnel has been selected.

The railroads' greatest need, he continued, is more rail and freight cars. They need the rail now while manpower is available to lay it, and some form of priority allocation of steel for rail may be necessary if requirements cannot be met in any other way. As the result of more modern and powerful locomotives and larger freight cars, Mr. Faricy said, the roads are in better shape today in those categories than they were just prior to Pearl Harbor, but, he continued, the present 10,000-car-a-month new freight-car program, only just now reaching its stride, should be stepped up to 12,000 cars a month.

Answering questions as to possible manpower and Diesel fuel oil shortages in the event of another war, Mr. Faricy conceded the possibility of both, but pointed out that, inherently, the railroads, through their long trains and mass transportation methods, use both manpower and fuel more economically than any other form of transportation. Even if all train operation of the railroads were Dieselized, he said, petroleum consumption would be less than it is today as the result

The A.A.R. head—engineer's cap and all—takes a group of children for a ride on the North Western's children's train operated throughout the day in one of the city's public squares. Right—President Faricy officially opens the equipment exhibit, while the Great Northern's bugle and drum corps plays in the background. Left to right are Frank O'Neill, president, St. Paul Transportation Club; A. O. Lampland, president, St. Paul Association of Commerce; Mr. Faricy; Mrs. Faricy; Mr. Faricy's sister, Mrs. Orrin Lee; M. T. Schick, executive vice-president, St. Paul Association of Commerce; and C. S. Christoffer, vice-president and general manager, St. Paul Union Depot Company and Minnesota Transfer

Part of the official party at the equipment exhibit (left), as Mr. Faricy "gets the feel" of the Soo Line's new Diesel on display. On the platform, left to right, are A. R. Beatty, assistant vice-president, A.A.R.; M. T. Schick; Mr. Faricy's sister; E. H. Richards, freight traffic manager, Chicago, St. Paul, Minneapolis & Omaha; Mrs. Faricy; and A. O. Lampland. Right— "Big" Bill, in company with "Little" Bill, a nephew, looks over the elaborate model railroad of the Twin Cities Model Railroad Club at the St. Paul Union Depot

of the elimination of present oil-burning steam locomotives.

Addressing the railroad dinner on Our Railroads—Today and Tomorrow, Mr. Faricy observed that the "inherent economy in transportation by rail will become of increasing importance to the nation as it moves forward to its great destiny"; that there is a growing appreciation on the part of the public that railroad operating costs and selling prices must be kept in balance; and that new streamlined passenger equipment, coupled with the convenience of arrival and departure at in-town stations and the unequalled record of the railroads for safety, "may reasonably be expected to hold to the rails a sufficient share of present passenger travel and to build and attract additional travel in the future."

Speaking of the economy of rail transportation, the A. A. R. president said: "Economy of fuel, for instance, will mean much to a nation which is beginning to wonder and even perhaps to worry about the future adequacy of its fuel reserves. Railroads actually move a ton one mile, on the average, with about two ounces of coal, or two tablespoonsful of fuel oil where the work is done by steam locomotives, or with only a teaspoonful of Diesel fuel where the work is done with Diesel locomotives. No other form of land or air transportation even approaches such an output of service per pound of coal or per gallon of oil.

"To our nation, facing the overhanging threat of a terrible showdown some day with Russia, which has manpower resources numerically greater than ours, the need of conserving manpower through use of a form of transportation efficiently utilizing its manpower is manifest. Tremendous investment of capital makes it possible for the average railroad worker to produce each day a transportation service far greater in amount than does the average employee in highway trucking, or in air or waterway transport."

Role of Investors

Mr. Faricy spoke at length on the importance of private investors, whose money has permitted purchases of new and better equipment and appliances. He pointed out that it takes more than "ingenuity" to improve railroads, that it "takes someone willing to invest money in putting new inventions and improvements to use." That essential someone, he emphasized, has been the investor of private funds.

Criticizing the low rate of return earned on net investment in railroads in 1947 (3.46 per cent), the speaker stated: "Now what are the reasons for this low return? Declining traffic is not one of them, for traffic has not declined in recent years, but has increased. Lowered efficiency is not one of them, for the output of transportation service per car, per train, per mile of road, per dollar invested, all have increased, not declined, in recent years. Increasing capitalization is not one of the causes, for the outstanding stocks and bonds, in proportion to investment, have not gone up, but down. Increasing debt is not the cause, for railroad debt has declined, while debt charges take less out of the railroad today than in any period of which we have record."

The rate of return earned on the dollars invested in railroads has gone down in this time of tremendous traffic, said Mr. Faricy, because wage rates, prices, taxes, and other elements of the cost of producing rail service have gone up faster and farther than the prices which railroads are permitted to charge for their services. He pointed out that since 1939 wages have risen 75 per cent and the costs of items purchased by the railroads have gone up 100 per cent, while freight rates have been boosted only 44 per cent and passenger fares only 28 per cent. This difference, he added, is too big to make up "just by the simple process of tightening your belt."

The A. A. R. chief said that as increased investment has produced improved railroads, no one has profited more than railroad labor. Since the time of the first World War, investment per worker has gone up from an average of about $12,000 to an average of about $20,000. In the same period, he stated, average annual earnings of employees have virtually doubled, and average hourly rates of pay have gone up even more.

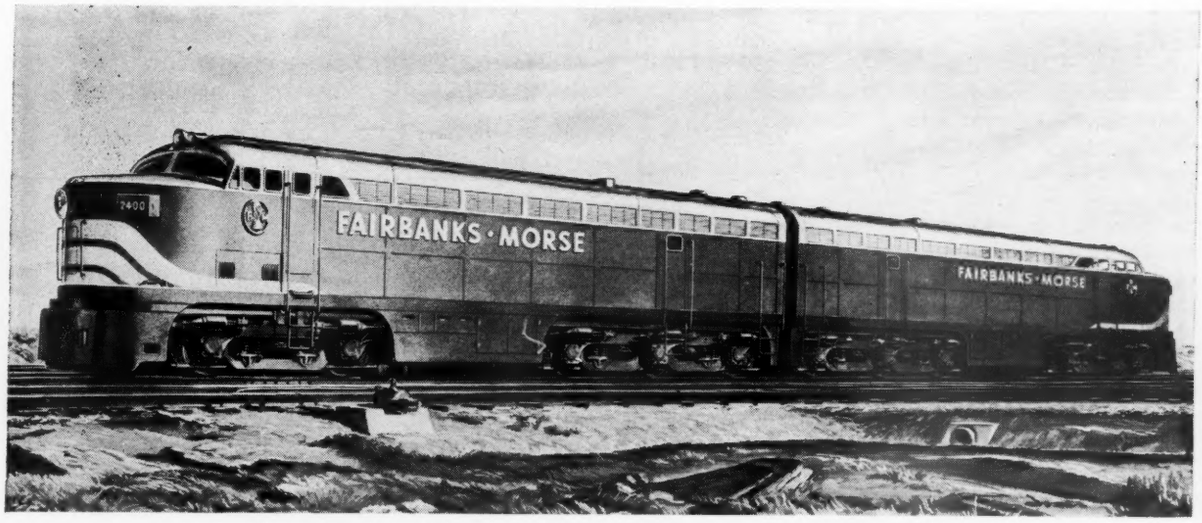
What the Railroads Do in One Day

Illustrating the vastness of the American railroad transportation system, Mr. Faricy observed that, while "Railroad Day" was being celebrated, the railroads of the United States hauled one billion 800 million ton-miles of freight; transported nearly two million passengers on journeys averaging about 60 miles each; pick up half a million express packages; and moved almost all of the parcel post and nearly 94 per cent of the intercity letter mail. In moving the intercity mail, he said, the railroad received less compensation from the government than the airlines received for carrying the other 6 per cent.

The speaker pointed out that the railroads also furnish good jobs for 1,350,000 men and women; stimulate business in more than 10,000 communities where they purchase materials, supplies and equipment; and pay taxes which are spent for the defense of the nation, for the maintenance of order, for the education of children, for the improvement of public health and for the general welfare. These taxes, he added, are spent even for the highways, the airways and airports, and the waterways which the public provides and maintains for the use of the competitors of the railroads.

In addition, said Mr. Faricy, the railroads "spell unity." They made it possible for the first time in the thousands of years of recorded history to weld a continent into a unit. They brought about economic unity, which is one of the great sources of our national strength.

In concluding his address, Mr. Faricy told his listeners that the future of the railroads presents serious difficulties to be met and overcome. He pointed out, however, that the industry has been meeting and overcoming difficulties for more than a century and that there is "tremendous efficiency" inherent in the railroad method of moving persons and property in trains of cars on tracks. These two factors, coupled with a "fresh and inquiring approach to the difficulties that lie ahead of us," he said, will enable the railroads to surmount their problems and continue as privately-owned, business-operated, self-supporting and tax-paying enterprises.



Artist's drawing of a 4,800-hp. two unit Fairbanks-Morse Consolidation locomotive. For freight service each unit would be carried on two four-wheel trucks to provide maximum traction

FAIRBANKS-MORSE TO BUILD CONSOLIDATION LINE OF DIESEL ROAD LOCOMOTIVES

Freight or passenger units ranging from 1,600 to 2,400 hp. have the same chassis, engines differing only in number of cylinders, and are built around standard sub-assemblies interchangeable between unit types

Fairbanks, Morse & Co. has completed the development and is entering the production stage of a line of Diesel-electric locomotives which offers wide versatility and adaptability for operation in main—or branch-line freight or passenger service. The locomotives, termed the "Consolidation line," are offered in ratings of 1,600, 2,000 or 2,400 hp. in a single standard chassis and with a single standard engine in which only the number of cylinders is varied to suit the power output requirements.

Two different wheel arraangements are used. To provide maximum traction for freight service the entire weight of each locomotive unit is carried on four driving axles in all three horsepower ratings. Locomotives for passenger service have two four-wheel trucks on the 1,600-hp. model, while for the two larger passenger ratings a six-wheel rear truck is substituted for the four-wheel rear truck to support the weight of the heating boiler and water.

If a railroad should desire extremely light axle loads for branch-line operation a six-wheel rear truck may be applied to any of the models in place of the four-wheel truck normally used on the 1,600-hp. passenger and all freight units. In any case, a six-wheel truck, witih its center idler axle, is used only when needed to support the additional weight resulting from the installation of the heating boiler, or to keep axle loads to a minimum where required by poor rail or bridge conditions.

The term Consolidation was chosen to identify this line of locomotives because of the number of features consolidated in the one line and because the name was made famous by the old Consolidation steam locomotive which was noted for its adaptability to all types of railroading.

Standardization has been keynoted throughout the entire range of C-line locomotives to minimize the spare-parts inventory needed to keep the locomotives operating on the road. In so far as possible, all parts are interchangeable between the four-wheel and the six-wheel truck. All the locomotives are built up around a minimum number of sub-assemblies comprising standard packaged units, such as the boiler, water tank, engine, compressor, dynamic breaking, etc. These are assembled on the production floor and installed in the locomotive body by connecting pre-

set wires, piping, etc. All like sub-assemblies are interchangeable, and all connections are standard.

In this way, for example, a 1,600-hp. freight locomotive can be converted to passenger use by the addition of the boiler sub-assembly and a change of gear ratios. Similarly, the 2000- and 2,400-hp. freight unit can be converted by substituting a six-wheel rear truck for the four-wheel truck in the rear of the unit to accommodate the additional weight of the boiler and water. Dynamic braking is added by merely installing a standard interchangeable sub-assembly in a standard space provided for this purpose.

As compared to the present 6,000-hp. Fairbanks-Morse passenger locomotive, both the wheelbase and length over the inside knuckles have been reduced, and are 43 ft. 5 in. and 56 ft. 7 in., respectively. The total weight has also been reduced with the result that the 6,000-hp. C-line passenger locomotive can pull 92 tons more than the present 6,000-hp. F-M passenger locomotives. Nine gear ratios are available in any horsepower rating.

The locomotives are powered by any one of three opposed-piston engines identical in bore and stroke and differing only in the number of cylinders to give the three horsepower ranges: 8, 10 and 12 cylinders for ratings of 1,600, 2,000 and 2,400 hp., respectively.

Traction motors, generators and controls for this line of locomotives will be furnished by the Westinghouse Electric Corporation. Manufacture of all other equipment will be carried out at Beloit, Wis. The first units are expected off the production line in the third quarter of 1949 and will include a special demonstrator locomotive to be made up of two 2,400-hp. units. The first locomotive for delivery to a railroad will be for the New York Central, a 2,000-hp. unit which will also be delivered in the third quarter of next year.

"THE MORNING AFTER"

Some top administration officials are getting worried about the effects of shifting from the basing point system of pricing to a straight f.o.b. price system. This shift was started by a Supreme Court decision banning use of basing points in the cement industry.

Secretary of Commerce Sawyer is now worried about the "sharp repercussions" of upsetting the traditional practice in some industries of absorbing freight costs to meet competitors' prices. "The matter," he says, "is critical."

The controversy over the wisdom of outlawing the basing point system is likely to rage for quite a while before it's settled. But it seems strange to hear government officials coming to its defense and implying that all the trouble was caused by the Supreme Court ruling.

The Justice Department, the Federal Trade Commission and the New Deal reformers have for years been aiming their biggest guns at the basing point. The controversial Supreme Court decision merely upheld a prior ruling of the F.T.C. Few in the administration criticized the F.T.C. ruling until it became an accomplished fact and they then got a little frightened by their handiwork.

It strikes us that this illustrates what can happen when government starts toppling the methods of experience with a high disregard of the consequences. "Reform" may not look so good the morning after.

—*The Wall Street Journal*

Table of Principal Dimensions and Characteristics of the Fairbanks-Morse Consolidation-Line Locomotives

Horsepower (One Engine Per Unit)	1,600	2,000	2,000	2,400	2,400
Service	Combination	Freight	Passenger	Passenger	Freight
Wheel arrangement	B-B	B-B	B-AIA	B-AIA	B-B
Steam generator (3000 lb. per hr.)	Yes	No	Yes	Yes	No
Dynamic braking available	Yes	Yes	Yes	Yes	Yes
Major dimensions, ft.-in.:					
Length inside knuckles	56-7	56-7	56-7	56-7	56-7
Height over roof	14-3½	14-3½	14-3½	14-3½	14-3½
Overall height	15-0	15-0	15-0	15-0	15-0
Width over cab sheets	10-0	10-0	10-0	10-0	10-0
Overall width	10-6¼	10-6¼	10-6¼	10-6¼	10-6¼
Front truck wheelbase	9-4	9-4	9-4	9-4	9-4
Rear truck wheelbase	9-4	9-4	15-6	15-6	9-4
Total wheelbase	43-5	43-5	43-5	43-5	43-5
Minimum radius curvature ft. (deg.)					
Locomotive alone	275 (21)	275 (21)	275 (21)	275 (21)	275 (21)
Weights fully loaded, lb.					
Total locomotive	240,000	252,000*	274,000	284,000	252,000
Per driving axle	60,000	63,000*	56,000	58,000	63,000
Per idle axle	—	—	50,000	52,000	—
Transmission					
Driving motors	Four	Four	Four	Four	Four
Driving wheels, pairs	Four	Four	Four	Four	Four
Diameter wheels, in.	42	42	42	42	42
Starting tractive force, 25 per cent adhesion, lb.	60,000	63,000	56,000	57,000	63,000
Continuous tractive force, lb.					
65 m.p.h. gearing	42,800	42,800	42,800	42,800	42,800
100 m.p.h. gearing	26,400	—	26,400	26,400	—
Two-hour tractive force, lb.					
65 m.p.h. gearing	53,200	53,200	53,200	53,200	53,200
100 m.p.h. gearing	33,000	—	33,000	33,000	—
Continuous speeds, m.p.h.					
65 m.p.h. gearing	11.7	14.7	14.7	17.6	17.6
100 m.p.h. gearing	19.0	—	23.8	28.5	—
Supplies					
Fuel, gal., nominal supply	1,200	1,200	1,200	1,200	1,200
Fuel, gal., maximum supply	1,600	1,600	1,600	1,600	1,600
Lubricating oil, gal.	300	300	300	300	300
Engine cooling water, gal.	310	330	330	350	350
Sand, cu. ft.	20	20	20	20	20
Boiler water nominal, gal.	1,200	—	1,200	1,200	—
Boiler water maximum, gal.	1,800	—	1,800	1,800	—

* — Weight can be reduced if required.

WHITMAN GROOMED FOR WESTERN PACIFIC PRESIDENCY

Effective July 1, 1949, the Western Pacific will have a new president—a 50-yr.-old, life-long railroader who has spent his entire career with the Chicago, Burlington & Quincy.

As announced briefly in *Railway Age* for September 11, page 81, Frederic B. Whitman, hitherto general superintendent of the Burlington's Lines West, at Lincoln, Neb., because executive vice-president of the W. P. on October 1, having been selected for this newly-created position for the specific purpose of acquainting himself with the road and its problems so that he will be ready to take over its top executive post nine months later.

Meanwhile, Charles Elsey, president of the W. P. since 1932, will bring to a close 41 years' continuous service with the road on December 31, 1948, and will be succeeded as president by Harry A. Mitchell, now vice-president and general manager, who in turn, will retire on June 30, 1949, in accordance with the company's new retirement plan for salaried staff. A successor for Mr. Mitchell's present position will be selected before the close of this year.

"The selection of Mr. Mitchell to succeed Mr. Elsey," according to the statement of a special committee of the board of directors empowered to select a new president for the property, "provides a continuity of management until Mr. Whitman takes over. . . . In addition it gives recognition to the long service and real contribution which Mr. Mitchell has made to the Western Pacific and its subsidiaries." The interim president is a distinguished public figure, well-known in business and civic circles, who is now serving his second term as president of the California State Chamber of Commerce. Some of his outstanding contributions to the W. P.'s welfare have been in the fields of public and employee relations.

Harry A. Mitchell

Mr. Mitchell has been vice-president and general manager of the Western Pacific since 1946. He was born at San Francisco, Cal., on June 20, 1883, and educated in the public schools of that city. He was engaged in work outside the railroad industry until 1907, when he was appointed auditor of the Central California Traction Company. He served as general manager and secretary of that company from 1909 to 1912, and in 1913 joined the San Francisco-Sacramento as general manager. Mr. Mitchell was elected president of the Sacramento Northern, its successor road, in 1929, remaining in that position until his association with the parent W. P. in 1946.

Charles Elsey

The retiring president, Charles Elsey, was born in Oakland, Cal., September 19, 1880. His connection with the W. P. began in 1907, during the early construction period of the road, as assistant treasurer. He subsequently became treasurer, and in 1921 was elected vice-president in charge of finance. During the years 1929 to 1931, Mr. Elsey served as executive vice-president and on January 1, 1932, was elected to the presidency.

Mr. Whitman's Background

Mr. Whitman has enjoyed an unusually wide-ranged and thorough formal education in physical science, economics and transportation. To it has been added an almost unparalleled richness and variety in hard-shelled business experience. He was born and bred in Cambridge, Mass., in the atmosphere of Harvard University. At the instance of his father, who considered it "good mind training," he majored as an undergraduate in chemistry—at Harvard College—and mastered it. But, as a result of taking a course in economics with the late Dr. William Z. Ripley, he came under the spell of that forceful transportation expert, and resolved to find his way into the railroad business. Talks with Howard Elliott, then president of the Northern Pacific, served to strengthen this resolve. So he went to Harvard Graduate School of Business Administration, where Professor W. J. Cunningham's railroad courses, together with more general business subjects, gave him the habits of hard work which the school inculcates. Far more important to Mr. Whitman than the degree of Master of Business Administration—which has never ceased to amuse him—is the greatest good that can come from graduate study—the analytical mind—"first find the facts, than act." He has spent the rest of his life playing up fact-finding.

The careers of most railroad executives follow two contrasting patterns. Either a man spends most of his life working up through one department or, if he starts as an apprentice, with management's sponsorship, he may get a taste of many or all departments on a pre-arranged schedule. Mr. Whitman did neither. The first six years he spent with the Burlington or its affiliated lines, until his appointment as trainmaster, exhibit an almost unparalleled thirst for knowledge and experience which, his friends say, is his most outstanding single characteristic. This expressed itself in a succession of jobs covering almost every department of the railroad. But the succession, while it fulfilled a course of action which young Whitman laid out for himself while still at Harvard, was not, as might have been expected, cooked up and served to him on a platter. On the contrary, as an "acolyte" in the railroad business, Mr. Whitman obtained many of the jobs he held "on his own" and by his own determination to learn as much about everything as possible.

His railroad employment started in 1919, during summer vacation, when Hale Holden obtained for

Harry A. Mitchell

Charles Elsey

Frederic B. Whitman

him a job as locomotive fireman and machinist helper on the Fort Worth & Denver City, out on the high staked plains of the Texas Panhandle. Here the railroad-and-cinder-bug really penetrated his hide. To make up what he considered a deficiency in his education, he devoted the following summer to Harvard's intensive civil engineering field study course at Squam Lake, N. H. Upon graduation from the Business School in 1921, he went to Chicago and obtained a place in the local freighthouse, where he worked every routine job on the premises. Then, feeling that he had exhausted the possibilities left open to him by seniority provisions in this field, he asked for, and received, employment as payroll clerk in the road's general accounting office, where he worked at many of the routine positions in the office. The shopmen's strike of 1922 gave him opportunity to go to Burlington, Iowa, as roundhouse laborers, and later to Galesburg, Ill., as freight car repair checker.

During these early years, Mr. Whitman, to the amusement of his friends, made every week-end a "busman's holiday." The final whistle on Saturday saw him off to St. Paul, Kansas City, Omaha and other points on the system to study terminal operations and get acquainted with yardmasters, trainmasters and line operating men. As a result of these acquaintances, he learned where specific job opportunities lay. Thus, when the 1922 "unpleasantness" ended, a trainmaster friend started him off as a student switchman and, later, a road freight brakeman. Laid off in train service because of a traffic recession, he determined to use the opportunity to learn about track and roadway and went down to southern Illinois to join an extra gang engaged in the construction of second track. After some months as laborer and timekeeper, he got his chance at real supervision: an assistant foreman was reluctant to work with a Negro gang and Mr. Whitman was given his post. When this work was finished and the gang dissolved, he went to Wyoming as an extra gang foreman in flood restoration work, following which he put in another period as a switchman. Reduction of the board put him back in Chicago where he again worked in the freighthouse where he had started full-time railroading. About a month later he was selected for an unusual job as yardmaster and harbormaster in Metropolis, Ill., where the Burlington then maintained a barge service from Paducah, Ky. In this post he not only broke in as a supervisor in the operating department but also learned as much as possible about billing and rates at the Metropolis freighthouse.

After some months' experience as a traveling car agent, Mr. Whitman was appointed assistant trainmaster of the road's Brookfield division on December 1, 1925, and thereafter moved through a succession of positions and places in the operating department wherein lay his keenest interest, becoming general superintendent of Burlington Lines West in March, 1947.

Employees Interest Him Most

His associates agree that Mr. Whitman's strong point is his ability to inspire the loyalty of employees. Let no one imagine that the above-described earnestness in any way crowds out a well-rounded sense of humor and the ability to be down-right entertaining. Aside from a natural aptitude for leadership, he has for years studied employee morale in a detached, thoroughgoing pursuit of the facts. This knowledge of what men are made of is coupled with intensive experience in day-to-day negotiations between management and unions gained as assistant to general manager, Lines West, in charge of labor matters, as assistant general superintendent (labor matters) and as a member of the five-man Western Carriers Conference Committee starting in October, 1947.

While still an assistant superintendent, and a few years prior to serving as president of the American Association of Railroad Superintendents, Mr. Whitman headed up a committee reporting on the selection and training of personnel. The final report—which he authored—set forth some of his close-reasoned ideas. Characteristic of his penchant for personal contact and abhorrence of bureaucratic formality was his statement therein that "following interviews with employees, some railroads require written reports from supervisors, but personal, oral reports to some desig-

nated division officer are much more satisfactory and more likely to produce the desired results." Typical also was the fact that he did not write down the conclusions of his committee until he had canvassed 26 railroads and six outside industries for their experiences.

The future W. P. president firmly believes that face-to-face contact with employees is best, in which conviction he has been greatly strengthened by his enthusiastic and continuing analysis of the findings of such studies as "Sharing Information With Employees," by A. R. Heron (reviewed in *Railway Age* for August 1, 1942, page 176). He proposes to keep his employees informed through personal contact with their supervisors. The latter, in turn, would be made to feel a part of management and "in the know" partially by bulletins, but chiefly by staff meetings in which various line officers—not outside experts—do most of the talking.

The hiring of new employees he considers to be one of the most important functions of the superintendent. Unfortunately, when the superintendent isn't busy (if ever) the road isn't hiring new men; when traffic requires additional help, he is usually too busy to give their selection and initial training proper personal attention. To overcome this unsatisfactory state of affairs, Mr. Whitman emphasizes the need for building up, where possible, reserve lists of good prospective employees who, when business increases, can be drawn upon, to avoid hasty hiring and eventual compulsory retention of unsatisfactory men.

For selecting new employees, he finds no substitute for the personal interview by superintendent or assistant superintendent. As a superintendent he interviewed as many new prospects as possible, according to a technique he learned from experience, books and scholarship interviews at school. He claims "It is easy to get men to talk about themselves; interviewing techniques behind the Kinsey report are by no means mysterious." For his purposes he found it desirable to have present at the interview other men—trainmaster, chief clerk, dispatcher or other operating man—with whom he could compare reactions and who, themselves, could ask questions in their specialized fields. The composite rough grading which he and his associates agreed on went into the employment record of each new man. He is convinced that the railroads should give both employees and supervisors good training, not only when starting new jobs, but at intervals later, for top efficiency.

If Mr. Whitman has any trace of fanaticism, it lies in the determination that his railroad shall be a safe railroad. The W. P. has made remarkable strides in cutting down the accident rate per man-hour in recent years, and the future president is bound that the road shall hold or better that record. His chief approach to the problem is to inculcate individual responsibility; to convince the employee that the safety of himself and of the road's passengers depends upon his carrying out his own job; that his superiors can't do the worrying for him; in short "not direction from above, but direction from within."

With regard to management-union relations, Mr. Whitman is of the opinion that there is no immediate prospect of a national strike by the operating unions over rules changes. He is disappointed that there is no apparent prospect of the unions supporting necessary changes in rules which hamper operations and, hence, service standards. He feels strongly that the Railway Labor Act should be amended to provide an element of compulsion in connection with the findings of emergency boards, or whatever final judiciary body be established. "There should be no running to the the White House for an extra 2½ cents."

A Vital Transcontinental Route

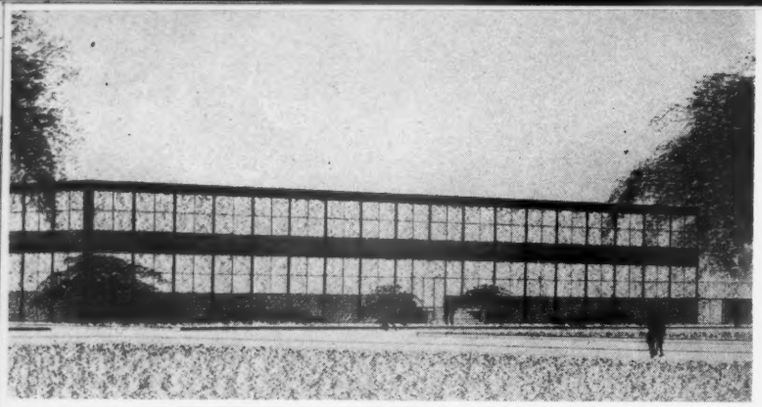
The 1,195-mi. Western Pacific, which was once described by the Interstate Commerce Commission as "an ill-advised undertaking" (113 I.C.C. 75) proved itself to be an absolutely indispensable transcontinental traffic route during the recent war. One of the most expensive railroads ever built when opened for traffic in 1909, it crosses the continental divide at the relatively low altitude of 5,000 ft. and, in accordance with its original mortgage covenant, has, on its main line, no grade in excess of one per cent. A six-year program of completely "dressing up" the road starting in 1927 further fitted the line for a high traffic potential.

The completion of the north-south connection with the Great Northern via Bieber, Cal., in 1931 enabled the W.P. to participate in traffic between California and the Northwest and has proved to be an increasingly valuable traffic generator. A major improvement program, involving more than $10 million from 1936 to 1938, inclusive, further strengthened and modernized the property. Because of the "fat" thus accumulated, the W.P. was able on a single-track main, to increase its revenue freight density from 1,534,000 tons in 1939 and 1,712,000 tons in 1940, to 4,160,012 tons in 1945, its peak traffic year.

Drastic scaling-down of the road's funded debt by a reorganization consummated effective January 1, 1945, in which common and preferred stockholders were wiped out, gives the W.P. a solid financial base. With a gross of $40 million a year, it has fixed charges of only half a million. A substantial level of traffic retained in post-war years, and better-than-average trainload and length of haul, have given the road a relatively good operating net and its cash position is described as "excellent." It has been engaged, since the war, in an important program of improvements, the chief elements of which are the purchase of Diesel power and extension of centralized traffic control and/or automatic block signals. A substantial increase in passenger train speeds is contemplated when the "California Zephyrs" are in full service.

The chief need of the road is traffic. The easterly two-thirds of its main stem lie in a sparsely-settled territory producing little traffic. Its western third lies in a region gridironed by older railroads and, despite the addition of 270 mi. of feeder lines late in the Twenties, the road is still relatively deficient in access routes. Normally 55 per cent of the road's traffic is received from connections.

Mr. Whitman believes that the railroad now has a fine traffic department. It is his aim to make the entire railroad sales-minded, if it is not so now. As for the future of that portion of the Pacific Coast area it serves, he says "You can't add four million new people to nine million people already there and not create new railroad business."



The architectural style of the new research laboratory will conform to that of the other buildings in Technology Center at Chicago, on the campus of the Illinois Institute of Technology

Signing the agreement for the $600,000 research laboratory. Seated is Henry T. Heald (left), president, Illinois Institute of Technology, and William T. Faricy, A.A.R. president. Standing is J. D. Cunningham, chairman of the Institute

PLANS UNVEILED FOR A.A.R. LABORATORY

Large structure for research to be built on Chicago campus of Illinois Institute of Technology marks start of even more extensive scientific investigations and studies of railroad methods and equipment

Inaugurating a new era in railroad research, plans for the construction of a $600,000 building to serve as a research laboratory and administrative headquarters for the research staffs of the Mechanical and Engineering divisions, and the Container bureau, of the Association of American Railroads, were announced on September 29.

The announcement was made jointly by William T. Faricy, A. A. R. president, and Dr. Henry T. Heald, president of the Illinois Institute of Technology. At the same time these principals signed an agreement providing that the A. A. R. will build the laboratory at its expense on the property of the institute at Chicago, and that the institute will, in turn, grant a lease, renewable periodically, giving the association exclusive use of the laboratory.

Mr. Faricy stated that the results of a single research project to be conducted at the new laboratory —that aimed at better packaging, storing and bracing of merchandise in freight cars—is expected to cut loss-and-damage claims in half. To assist in making the container studies a 600-ft. impact test track will be constructed alongside the building. In addition to space for the container research, the new building will contain offices for the research staffs of the Mechanical and Engineering divisions, laboratory rooms for their use, a humidity room for controlling testing conditions and a conference and projection room for the use of railroad representatives.

In announcing the plans for the new laboratory, Mr. Faricy explained that "railroad research, directed at producing better, safer and cheaper transportation, is carried on by many agencies." He added that "individual railroads, cooperating university laboratories, manufacturers who supply railroad equipment, inventors, and railroad men who observe the daily operation of equipment, all contribute to the vast research reservoir of the industry." According to Mr. Faricy, the policy of the A. A. R. has been to use industrial and university laboratories wherever possible in conducting its research work and no change from that policy is contemplated. Work will continue at the several laboratories now in use, and also in the field where both track structures and rolling stock are subjected to tests under operating conditions. However, he added, the new building will provide an improved central headquarters for the direction of this widespread research activity in the mechanical, engineering and container fields.

The site for the laboratory is between Thirty-First and Thirty-Second streets on the institute's campus, better known as the Technology Center. This location is considered to offer many advantages to the A. A. R. research organization: (1) It is conveniently located to Chicago's loop, and thus is accessible to visiting officers of member railroads, association committees and railroad personnel attending the short study courses by the Container division—now being held periodically at the University of Illinois; (2) the association has been granted the privilege of using the institute library and of conferring and interchanging ideas with the staffs of the institute and the affiliated Armour Research Foundation which ranks first in the nation in volume of research sponsored by industry, having conducted research projects for about 2,500 companies; and (3) there is room for expansion. Although the plot to be occupied by the laboratory and the impact test track is only 100 ft. wide and 622 ft. long, an adjacent area, 354 ft. by 622 ft., has been earmarked for the association's future use.

The laboratory building, completion of which is expected in November, 1949, will be of modern func-

tional design, harmonizing with the other structures in Technology Center. All have been designed by Ludwig Meis van der Rohe, chairman of the Department of Architecture of the institute. The A. A. R. building will be of brick and steel-frame construction with two stories and a full basement, and will have a large percentage of glazed areas in the exterior walls. Floors will be covered with asphalt tile, except in the halls and wash rooms, where terrazzo will be laid. Steam heat will be supplied by the institute's central heating plant.

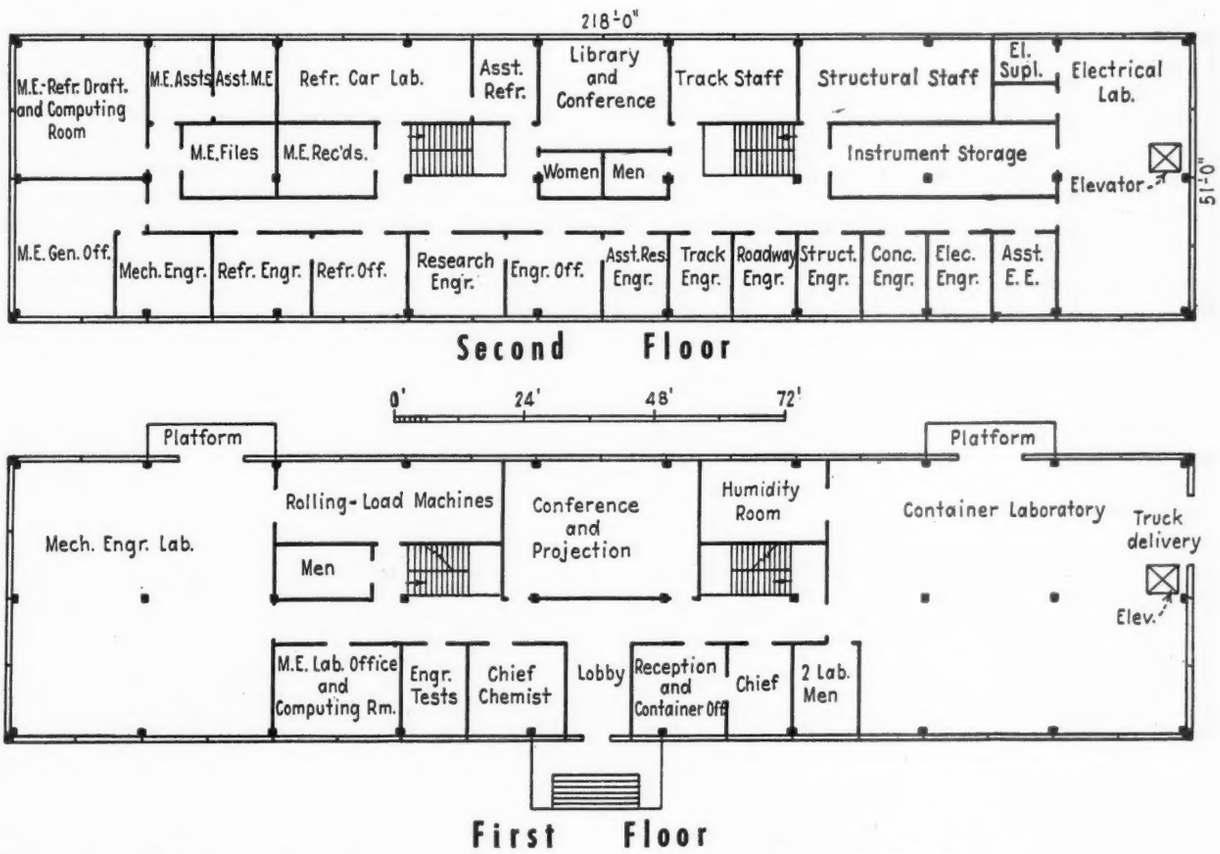
How Space Will Be Used

In arranging the building's floor plan, careful consideration was given to the amount of space needed to accommodate the research staffs. The container testing equipment to be acquired, with the necessary offices for the staff, the humidity room for controlling testing conditions, and the conference and projection room for instructional meetings, will require 5,000 sq. ft. of working floor area. The testing equipment to be installed for container research will include a tension-testing machine, a compression-testing machine, a drop-test machine, a revolving drum, an incline tester and a vibrating-table.

Research activities of the Mechanical division that will be conducted in the building, including refrigerator car research, will require 7,000 sq. ft. of working floor area. This area will provide the necessary laboratory space for conducting certification tests for hand brakes, journal-box lids and brake beams. Space has also been allotted to accommodate equipment for continuing the tests of hot box alarm devices and car journal-bearing lubricants.

Part of the research work of the Engineering division is being done under contract by various universities and industrial research laboratories, but the majority must be carried out in the field on railway tracks by the division's research staff. To serve the needs of this staff 6,000 sq. ft. of floor area will be set aside in the new laboratory building. This provides for offices, space for the storage and maintenance of extensive electrical strain-measuring equipment, and computing, analysis and drafting rooms. Also included is a room for additional rolling-load machines for which space is not available at the University of Illinois where rolling-load tests are now made.

The allocation of space on the two floors of the new laboratory are shown on the accompanying drawing. The requirements of the several departments for space in the new laboratory provide only for the additional facilities which are needed to supplement those of other laboratories already engaged in association work. No provision is being made for the regular types of tensile, fatigue, impact, metallographic, chemical tests, etc., for which facilities are available at existing laboratories.



The manner in which the two floors of the new research building are to be divided between offices, laboratories and space for other purposes is indicated by this drawing

B. AND B. OFFICERS SIZE UP THEIR PROBLEMS

Program of committee reports and addresses at Chicago meeting was keyed to present-day trends and their effect on the design and maintenance of railway structures

How to get better and more durable concrete structures on the railroads, the relining and enlargement of tunnels to accommodate present-day traffic, the problems involved in providing fuel-oil storage and servicing facilities for Diesel locomotives, and improving employee morale by better housing facilities—these were some of the subjects considered at the annual meeting of the American Railway Bridge and Building Association at Chicago on September 20-22. Throughout the meeting special emphasis was placed on problems arising out of increased costs and as a result of changes in operating practices.

The docket of the meeting was crowded with interesting committee reports, addresses and other features. Aside from these, however, it was a notable affair for several reasons. For instance, the meeting was the third to be held by the bridge and building group simultaneously with the annual convention of the Roadmasters' Association, both meetings being held in the Stevens hotel. Other factors contributing to the success of the convention included the presence of the Railroad Fair at Chicago, and the scheduling by 13 committees of the American Railway Engineering Association of meetings in Chicago during these con-

Deck plate girder bridge on the Detroit, Toledo & Ironton. Substructure consists of bents of fluted steel piles with concrete caps

ventions in order that their members could have the opportunity of sitting in on sessions of particular interest to them. The scheduling of some of the A.R.E.A. committees was also influenced by the presence of a large exhibit of manufacturers' products in the Stevens hotel at the time of the meetings. This exhibit featured the products of 93 member companies of the Track Supply Association and the Bridge and Building Supply Men's Association.

Attendance at New High

All these special events helped to boost the total attendance at the two meetings to a new high since the practice was started of holding them simultaneously. Specifically, the registration of members and guests of the two associations for the three-day period totaled 900, which compares with a total of 765 members and guests in 1947.

A detailed report of the Roadmasters' meeting, including information on the events that transpired at a number of joint sessions of the two groups, was presented in last week's issue of *Railway Age*. This article is given over almost entirely to an account of the Bridge and Building sessions.

As reported last week the two meetings were convened on Monday morning, September 20, in a joint session presided over by J. S. Hancock, bridge engineer, Detroit, Toledo & Ironton, president of the Bridge and Building Association, and A. B. Chaney, assistant engineer maintenance of way, Missouri Pacific, president of the Roadmasters' Association. All separate sessions of the Bridge and Building group were directed by Mr. Hancock, assisted by E. H. Barnhart, division engineer, Baltimore & Ohio, and first vice-president of the association.

The principal feature of the joint opening session was an address by J. H. Aydelott, vice-president, Operations and Maintenance department, Association of American Railroads. At a subsequent joint session on Tuesday afternoon the combined groups heard an address by A. E. Perlman, general manager, Denver & Rio Grande Western, who spoke on How the Roadmaster and Bridge and Building Supervisor Can Help Hold down Maintenance Costs. A second address during the same session was presented by O. H. Carpenter, general roadmaster, Union Pacific, who spoke on Safety Problems As Affected by Diesel Operation and the Increased Mechanization of Maintenance Work. Both of these addresses, and that of Mr. Aydelott, were abstracted in last week's issue.

Standing on Its Own Feet

Addressing the opening separate session of the Bridge and Building Association, President Hancock spoke of the accomplishment of the association in "coming through two major wars and a major depression within a period of 20 years and emerging in a condition to stand on its own two feet." He urged members to assume committee work willingly and to contribute freely of their knowledge. He also requested their cooperation in obtaining new members, saying that this can be done better by personal contact than in any other way.

President Hancock then read excerpts from a letter received from F. M. Misch, general bridge and building supervisor, Southern Pacific, San Francisco, Cal., describing how he had enlisted the cooperation of the management of his road in organizing local meetings of bridge and building supervisory officers for the purpose of reviewing the committee reports and other material presented at the convention last year. This was done for the benefit of West Coast members of the association who were unable to attend.

Many Subjects Considered

The major business on the agenda of the separate sessions of the Bridge and Building Association included two addresses and eight committee reports. George M. Hunt, director, Forest Products Laboratory, U. S. Department of Agriculture, Madison, Wis., spoke on the Protection of Wood in Railway Bridges and Buildings, and Dr. Ruth G. Terzaghi spoke on the question: If the Railroads Are Not Securing Good Concrete—Why?

The eight committee reports covered the following subjects: Good Housekeeping to Promote Safety and Fire Protection; Protection to Bridges over Navigable Streams; Types of Bridges for Replacing Timber Trestles; Enlarging and Relining Tunnels for Present-Day Traffic; Housing Bridge and Building Employees; Recent Developments in Fuel Oil Storage and Servicing Facilities for Diesel and Oil-Burning Locomotives; Sanitary Facilities and Appurtenances for Railway Buildings, and Eliminating Waste of Water.

A certificate of honorary membership in the association was awarded posthumously to the late C. R. Knowles, formerly superintendent of water service of the Illinois Central. The presentation was made by Guy E. Martin, present superintendent of water service of that road.

An interlude in the three days of business sessions was a banquet on Tuesday evening, which was tendered to members of the two associations and their families by the Track Supply Association and the Bridge and Building Supply Men's Association. This affair was attended by 1230 persons.

Election of Officers

In the election of officers at the closing session Mr. Barnhart was advanced from first vice-president to president; W. F. Martens, general foreman of bridges and buildings, Atchison, Topeka & Santa Fe, was advanced from second vice-president to first vice-president; W. A. Huckstep, general building supervisor of the Missouri Pacific, was promoted from third vice-president to second vice-president; Guy E. Martin was advanced from fourth vice-president to third vice-president; F. R. Spofford, assistant division engineer, Boston & Maine, was elected fourth vice-president; and L. C. Winkelhaus, architectural engineer, Chicago & North Western, was elected treasurer. Directors elected were: H. M. Harlow, assistant general supervisor bridges and buildings, Chesapeake & Ohio, (re-elected); V. E. Engman, chief carpenter, Chicago, Milwaukee, St. Paul & Pacific; and G. W. Benson, supervisor bridges and buildings, Central of Georgia.

(*Committee reports begin on the following page*)

Protection of Wood In Railway Structures

Railway men cannot afford to wait for new developments to solve their wood protection problems. This was the advice of Mr. Hunt in his address on the Protection of Wood in Railway Bridges and Buildings. He further advised his listeners to make use of these new developments as they prove their worth, but added that, for the most part, "your success will depend upon continued study and application of known principles of good practice."

Mr. Hunt suggested that consideration be given to the question of increasing retention of creosote in bridge timbers. Saying that the percentage increase in cost of the complete structure would be relatively small, he added that this cost would be "greatly outweighed by the increased insurance of long life without repairs because of decay."

He believes that "we are making steady progress in the development of new and superior preservatives," but pointed out that it takes a long time to establish superiority because the old preservatives, in their respective fields, give such excellent results. There are two groups of new materials worth watching, he said. One of these groups is that which includes pentachlorophenol, copper naphthenate, and other oil-soluble toxic chemicals. The second group consists of water solutions of mixed chemicals which, after injection into the wood and subsequent seasoning, deposit mixed salts or double salts that are "highly resistant to leaching and, at the same time, are highly toxic to fungi and insects."

Attention was given by Mr. Hunt to new developments in the seasoning of timber. In this connection he described "a new method for the prompt treatment of green timber that depends upon the ability of the vapors of organic liquids at high temperatures to remove water from wood." As used to date for poles and ties, he said, this method "appears to be giving good results and is gradually finding wider use."

Trouble with Concrete

In her address on the subject, If The Railroads Are not Getting Good Concrete—Why?, Dr. Terzaghi did not purport to give all the answers but she gave enough evidence to indicate that everything is not right with the concrete manufactured today. Noting that the trend over the years has been toward the production of concrete with a higher early strength, Dr. Terzaghi said that "there are reasons for believing that we may be paying for at least a part of the high early strength of modern concrete by sacrificing durability."

Discussing the causes of concrete deterioration, Dr. Terzaghi divided these into four groups: the aggregates, the cement, the concrete manufacturing processes, and the environment. Two methods are open to the engineer for determining the suitability of aggregates, she said. One of these is the examination of service records of concrete structures already in existance, and the other is reliance on laboratory tests. The first is unreliable, she said, while the second is not always satisfactory because the concrete technologist is finding it increasingly easy to say "no" to an increasing variety of aggregates.

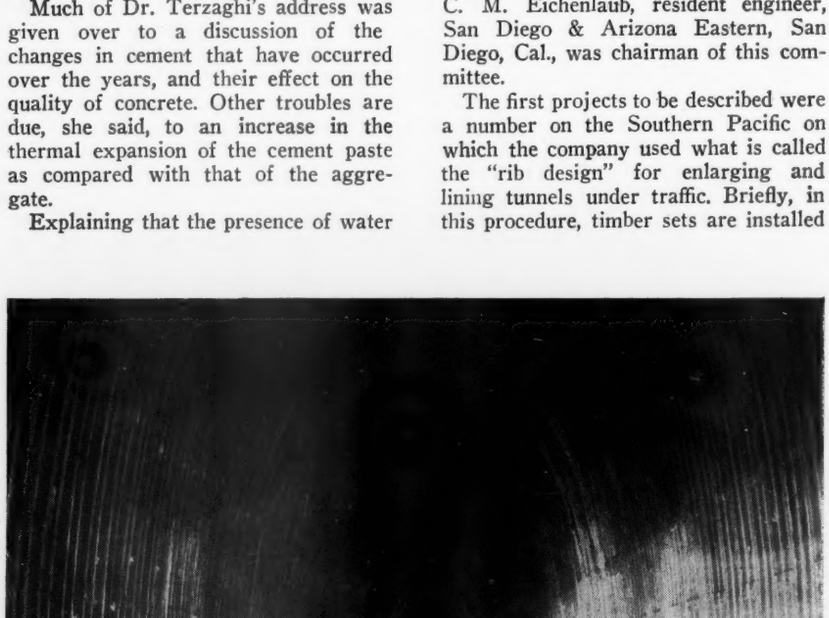
Much of Dr. Terzaghi's address was given over to a discussion of the changes in cement that have occurred over the years, and their effect on the quality of concrete. Other troubles are due, she said, to an increase in the thermal expansion of the cement paste as compared with that of the aggregate.

Explaining that the presence of water in concrete is the cause of many of the troubles being experienced today, Dr. Terzaghi said that a possible solution is to "keep the mix dry in the first place, and to place it with all the arts and knowledge and skill we possess." In getting better results with concrete she referred to the use of such modern aids as air entrainment, the vibrator, and curing compounds.

Tunnels for Today's Traffic

Descriptions of various tunnel-improvement projects made up the report of the Committee on Enlarging and Relining Tunnels for Present-Day Traffic. C. M. Eichenlaub, resident engineer, San Diego & Arizona Eastern, San Diego, Cal., was chairman of this committee.

The first projects to be described were a number on the Southern Pacific on which the company used what is called the "rib design" for enlarging and lining tunnels under traffic. Briefly, in this procedure, timber sets are installed



Showing how the brick lining of a tunnel on the Chesapeake & Ohio was strengthened with steel liner plates while excavation work for "day lighting" the bore was in progress

in the tunnel to the desired clearance, and the space between the sets is filled with reinforced concrete. At some future time the timber sets may be removed and their voids filled with reinforced concrete to complete a continuous concrete lining. Projects described on which this method was used included the enlargement of a 3,610-ft. tunnel in the San Lucia mountains on the Southern Pacific's Coast division, and some tunnel work on the company's Salt Lake division.

Another project described was the enlarging and lining with concrete of two tunnels on the New York Central along the Hudson river. Reference was also made to the practice on the Pittsburgh & West Virginia of using collapsible steel forms when lining tunnels with concrete, and of repairing concrete-lined tunnels on this road by applying steel liner plates and injecting grout behind them.

Two projects on the Chesapeake & Ohio were described briefly, one of which consisted of the day-lighting of a tunnel. During the excavating work on this project the brick lining was protected against damage by steel liner plates installed inside of it. The other was a project in which necessary increased vertical clearance in a tunnel was obtained by lowering the floor.

Good Housekeeping and Safety

A fundamental requisite of any successful safety and fire prevention program is good housekeeping, said the committee reporting on this subject, of which H. E. Skinner, supervisor scales and work equipment, Elgin, Joliet & Eastern, Joliet, Ill., was chairman. Primarily this is management's problem, continued the committee, for good housekeeping and orderliness are fundamentals of good management. Employees, however, must also do their part toward keeping their work places clean and orderly.

Pursuing the idea of good housekeeping as a means of promoting safety, the committee discussed the use of racks, steel lockers and bins for keeping materials in an orderly manner, the proper piling and storage of materials in the field, and the role of the bridge and building forces in assisting in the good housekeeping efforts of other departments.

Discussing the relationship between good housekeeping and fire prevention, the committee said "the maintenance of a high standard of cleanliness and order is perhaps the most important single element in fire prevention." The proper use of lockers in preventing interior fires, and good housekeeping as a means of preventing outside fires, were other subjects considered. Concluding, the committee said that "a clean shop, office, warehouse, yard or right-of-way does more than merely impress the public; it prevents accidents and saves lives. To maintain such conditions requires the constant vigilance and cooperation of all."

Bridge Protection Over Navigable Streams

A review of developments that have had an influence on the problem of protecting bridges over navigable streams against damage caused by water-borne traffic colliding with them, formed the first part of the committee report on this subject. This report was prepared by a committee of which A. E. Bechtelheimer, bridge engineer (retired), Chicago & North Western, Winnetka, Ill., was chairman.

After pointing out that the extent and nature of the protection required is influenced by the stream characteristics at the particular location, the committee said that the protection needed to withstand the hazards of present-day water-borne traffic must conform to the conditions at each crossing, as determined by the type of movable span, the physical characteristics at the site and the character of the predominating water-borne traffic. The various types of fender construction that are employed in the immediate vicinities of piers and abutments at movable bridges were described in some detail.

Another subject discussed was the use of aids to navigation in the form of sight and steering devices, including navigation lights for night use, painted alternate black and white oblique strips at certain locations, sheer fences, and pile dolphins at the entrance to the throat of the customary protection installation. A number of examples of the cost of bridge repairs required because of collisions of water-borne traffic with movable bridges completed the report of this committee.

Sanitary Facilities

"Good toilet facilities in passenger stations create much favorable comment from the traveling public," said the committee reporting on Sanitary Facilities and Appurtenances for Railway Buildings. Chairman of this committee was L. C. Winkelhaus. The committee first discussed the location and construction of toilet facilities for station buildings and the fixtures required in them.

The bulk of the report was concerned with the sanitary facilities provided in buildings for employees. Recommended materials for the floors, walls and ceilings, the need for proper ventilation in toilets and washrooms, and the amount of window space required, were some of the subjects discussed. Information was presented on the minimum requirements for the various fixtures based on the number of men using them.

The committee then went into a discussion of the types of fixtures required in employees' washrooms, including wash facilities, water closets, urinals, shower stalls, drinking fountains, toilet stalls, and lockers. Recommended types, sizes and materials for each of these categories of fixtures were included.

Other matters discussed included the considerations involved in providing potable water for employees and in disposing of sewage.

Eliminating Water Waste

Water is one of the commodities most extensively used by the railways, and careful and painstaking practice is justified in preventing even a small percentage of leakage and waste, according to the committee reporting on Eliminating Waste of Water. E. R. Schlaf, assistant superintendent of water service, Illinois Central, Chicago, was chairman of this committee. The findings of the committee were summarized in the following conclusions:

(1) Water is a commodity extensively used by the railways and represents large-scale expenditures. The reduction of leakage and unnecessary use, even by small percentages, should be urged on all employees. Above-ground waste, such as overflowing engine tenders and water tanks, and loss through boiler feedwater heaters and washout tanks, is usually visible and can be corrected with a moderate amount of effort and expense.

(2) Water loss through underground leakage requires greater effort and expense. Persistance and ingenuity are required on the part of supervisors and workmen in locating and repairing many underground leaks. However, the saving in water bills will more than repay the extra effort and expense incurred in correcting underground leaks.

(3) The use of an orderly system in detecting leaks, and of modern equipment, such as leak detectors, pipe-line locaters, earphones and sounding rods, are recommended. The leak detection crew should be composed of persistant workers, and be well instructed on how to proceed to the best advantage. It should be supplied with a fairly accurate map of the premises and pipe lines, and should mark progress on this map as the search progresses.

(4) In locations where incrustation in water mains is indicated, prompt investigation should be made to discover the actual friction loss, as this condition decreases pumping efficiency and increases power bills. Consideration should be given to cleaning the mains if the investigation indicates that the cost is justified by the estimated savings.

Housing B. & B. Men

"The day of the obsolete and poorly furnished and maintained bunk cars is nearly over," said the committee reporting on the Housing of Bridge and Building Employees, of which W. W. Caines, assistant supervisor bridges and buildings, Chesapeake & Ohio, Huntington, W. Va., was chairman.

Discussing camp cars the committee gave general requirements for sanitation facilities, hot water heaters, drinking water supplies, and the design of kitchen and dining cars. The handling of meals, protection of camp cars against train accidents and fire, the transportation of gangs, and requirements of permanent and portable bunk houses were other subjects given consideration. The following conclusions were presented:

"In housing bridge and building department employees, the important thing to consider is to provide as many of the comforts of home as it is possible to provide and properly maintain. This is desirable from a morale standpoint in order to keep the off-hour needs of the men as well satisfied as possible while they are away from their homes. Railroad men today, especially in the mechanics' class in B.&B. work, will not be content in their jobs unless this is done, and a heavy turn-over in skilled labor will follow, with resultant loss of efficiency in the gangs.

"All this means that comfortable quarters with good heating and lighting facilities, shower baths, plenty of room for recreation and reading, and, most of all, good meals, are necessary to obtain the best results from B.&B. road forces. A good safe workman must be a satisfied workman. Most railroads recognize this, and have generally improved, or are now improving, the housing facilities of their road forces, including B.&B. forces. Dividends from the investment in such improvements will be paid in greater efficiency and productivity of their forces."

A monument near Dubois, Wyo., in memory of those men known as "tie hacks," who hewed by hand millions of crossties for the railroads of the West.

Replacing Timber Trestles

The committee report on Types of Bridges for Replacing Timber Trestles was based on a "comprehensive study regarding the economy of construction, annual maintenance expense and replacement costs of timber trestles in use throughout the United States." F. M. Misch was chairman of this committee.

In making its study the committee asked more than 100 main-line railroads to furnish pertinent data. From the information submitted it was able to prepare a tabulation showing the cost range of open-deck and ballasted-deck timber trestles for different loadings, the increased cost of trestle material in 1948 as compared with 1938, and the service life of the compound parts of timber trestles.

The committee advised that when a timber trestle reaches the end of its service life comprehensive engineering and economic studies should be made to determine the most economical and suitable structure as a replacement. It reported that the ratio of the cost of timber to semi-permanent structures has decreased and will continue to do so, and recommended that where the life expectancy of a line is at least two cycles of service life of a treated structure, consideration should be given to permanent construction.

The committee said that the railroads reporting recommended many types of permanent or semi-permanent structures for timber-trestle replacement, including the use of reinforced concrete trestles, I-beam or wide-flange steel beam stringers with span lengths up to 50 ft., and steel girder spans of the deck and through types.

The practice of replacing trestles by culvert and fill construction was considered, as was the use of treated timber box culverts, concrete pipe culverts, corrugated metal pipes, cast iron pipes, and reinforced concrete box and arch culverts for this purpose. A tabulation gave the comparative costs of a 10-ft. concrete arch, a 120-in. multiple metal plate pipe, and a 45-ft. open-deck creosoted trestle.

Storage of Fuel Oil

The effect of the expanding use of Diesel locomotives on the need for fuel oil storage and servicing facilities was the particular concern of a committee of which H. E. Michael, associate editor, *Railway Age,* Chicago, was chairman. After presenting figures showing the increase in the use of Diesel locomotives the committee cited a typical example to show how fuel-oil storage facilities have had to be expanded rapidly so that necessary supplies of fuel oil will be available. Many different schemes for such installations have been used, said the committee, but out of this experience "a general plan is gradually crystallizing which represents a composite of the ideas of the many designers."

Discussing the facilities generally included in fuel-oil installations for Diesels, the committee first took up the question of storage tanks, commenting on the types and sizes generally used, and various characteristics of construction. Two general types of fuel-oil facilities were then described in some detail, one for use in southern locations and the other applicable under cold-climate conditions. Each of these descriptions included information on the unloading facilities, the storage tanks and fueling platforms, and the piping.

Considerable space was devoted in the report to a discussion of fire protection measures. "Fire protection systems," said the committee, "constitute one of the most recent and most rapidly expanding new developments in fuel-oil installation." The bonding and grounding of the track on which the tank cars are unloaded, the need for "No smoking" and "No open flame" signs, construction details designed to reduce the hazard of fire, and the use of various types of fire-fighting apparatus were discussed.

The use of the cathodic method of protecting oil-storage tanks against corrosion, and the method of solving the sludge problem in oil-storage tanks were other subjects given consideration.

BUYING UP 18 PER CENT FROM LAST YEAR

Dollar figures for seven-month period show large increases in miscellaneous materials and fuel; crossties still behind

1948 RAILWAY PURCHASES*

	July (000)	7-month Totals 1948 (000)	7-Month Totals 1947 (000)
Equipment**	$ 84,544	$484,453	$399,928
Rail	7,085	51,282	49,683
Crossties	7,396	42,597	57,092
Other Material ..	100,323	695,653	604,488
Total from Manufacturers	$199,348	$1,273,985	$1,111,191
Fuel	68,994	489,650	379,260
Grand Total ...	$268,342	$1,763,635	$1,490,451

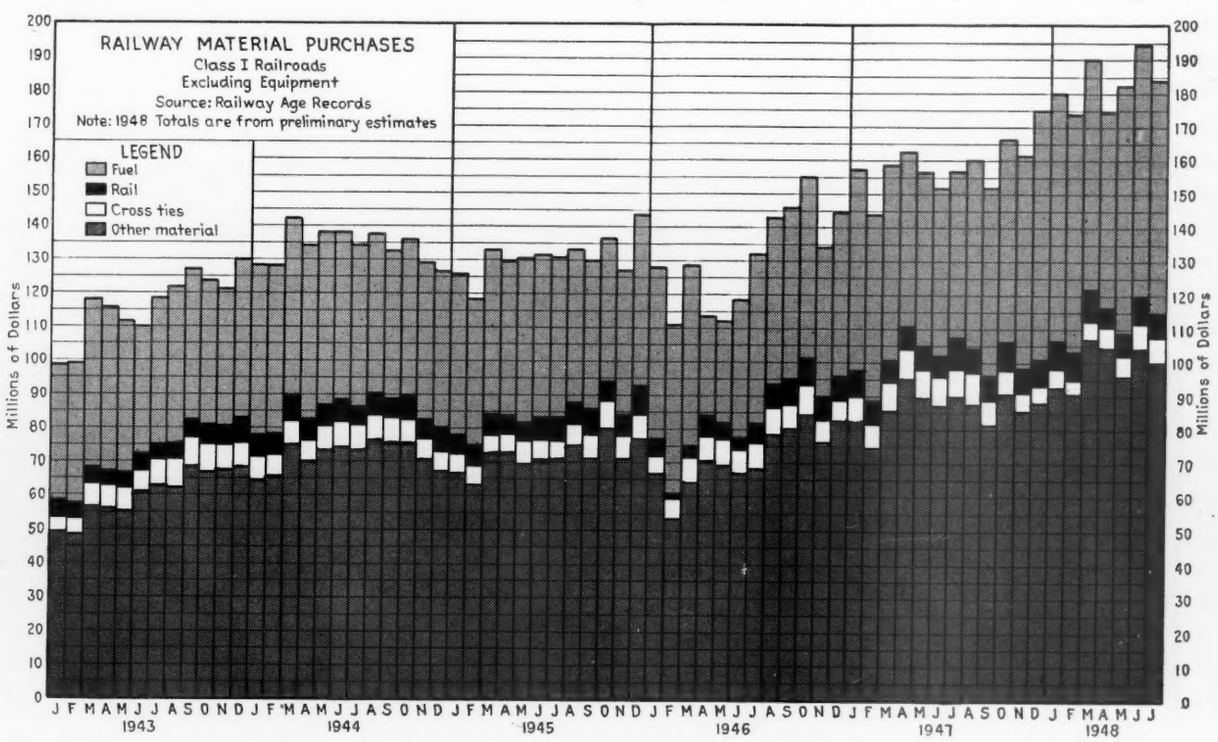
* Subject to revision
** Amount placed on order

Railroad buying during the month of July brought the estimated total purchases for the first seven months of 1948 to $1,763,635,000. This figure, which includes an estimated $484,453,000 in equipment orders, shows a rise of 18 per cent from the figure for similar items in 1947. A 15 per cent advance in purchases of miscellaneous materials and supplies, coupled with substantial rises in equipment orders and expenditures for fuel are mainly responsible for this 18 per cent increase, for crosstie buying is still 25 per cent below the seven-month figure for 1947, while rail is just about holding its own.

The dollar volume of equipment orders in July came to $84,544,000, more than $26 million above June orders. Included in the July figure is an estimated $34,852,000 for 123 Diesel-electric and 10 steam locomotives, $47,692,000 for 11,923 freight cars, and $2,000,000 for 20 passenger-train cars. Freight car orders in July were more than doubled the 5,873 that the railroads ordered during the month of June, and locomotives contracted for in the seventh month of the year were 43 units greater than June orders. (It is interesting to note that there have been orders for 35 steam locomotives in the last two months.) The physical volume of passenger cars ordered was the only one of the equipment categories to show any decline from the June figures.

Although expenditures for crossties so far this year are 25 per cent below the amount spent for ties in the same period of 1947, the trend during the last three months has been an upward one. In April the railroads spent somewhat less than $6 million for ties, while in the succeeding months the figures have been, respectively, $6,129,000, $7,101,000, and, in July, $7,396,000. This increase, as noted last month, corresponds fairly well with a rise in production which the tie producers report.

Bad weather during last fall and the winter were, in part, responsible for low tie production during those


RAILWAY MATERIAL PURCHASES
Class I Railroads
Excluding Equipment
Source: Railway Age Records
Note: 1948 Totals are from preliminary estimates
LEGEND
Fuel
Rail
Cross ties
Other material
Millions of Dollars
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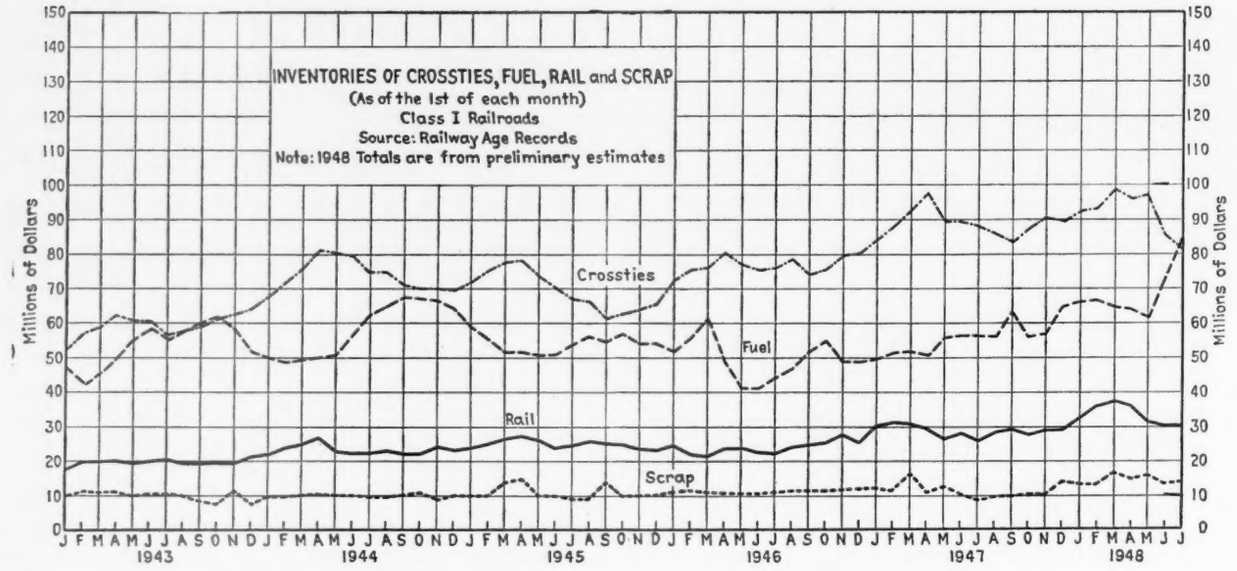


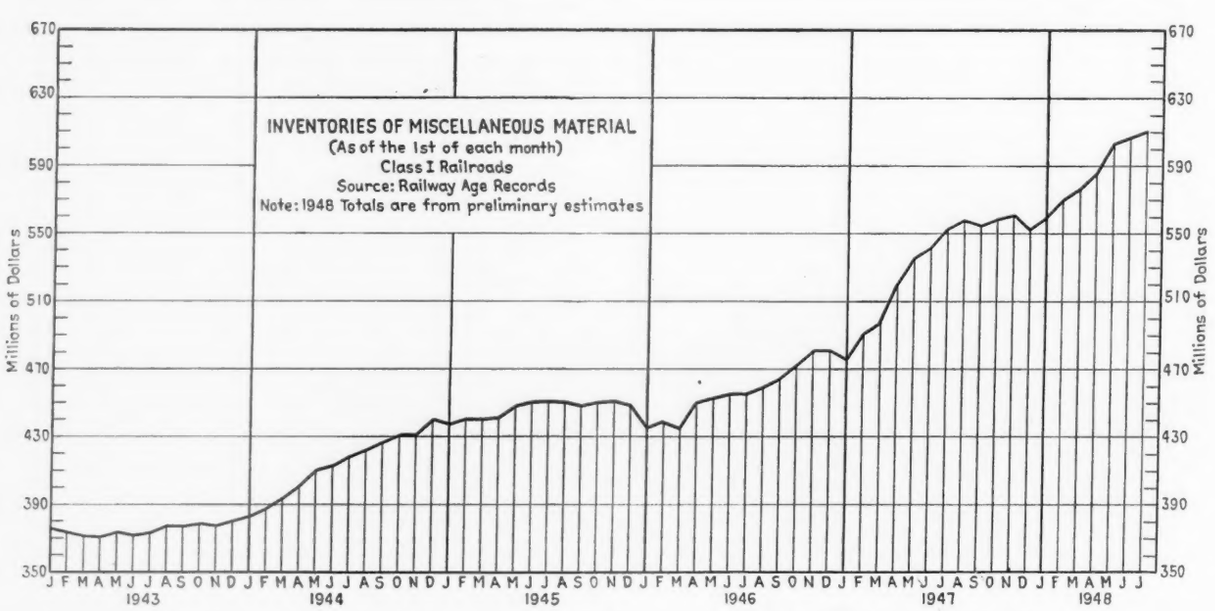
periods. Tie prices, the export demand, especially on some tie-producing areas, and the demand for construction lumber all have had their effect on the production of, and consequently the purchase of, crossties.

July spending for rail, although down nine per cent from the June figure of $7,759,000, was large enough to keep the total expenditures for rail in 1948 three per cent above those of 1947, and considerably above the volume in the same period of the years from 1943 to the present. July rail purchases also were above those of any other month of July since 1943, with the exception of 1947.

Purchases of manufactured materials and supplies, exclusive of equipment and fuel, are running about 11 per cent ahead of expenditures for similar items during the first seven months of 1947, the total volume at the end of July having reached an estimated total of $789,532,000. This latter figure is from 33-70 per cent above buying of manufactured products in the seven-month period of the years 1943-1946 inclusive.

Total inventories still are rising, having increased about seven per cent since January 1 of this year, and somewhat less than one per cent from June 1 to July. Fuel was mainly responsible for the rise during the month of June, increasing about $11½ million or 16 per cent. Scrap, rail and miscellaneous material also showed slight increases in June, while crossties on hand dipped almost $4½ million or about five per cent. This latter was to be expected with tie renewal programs getting into high gear. Comparatively high rail purchase figures in June seem to be the only way to account for the rail inventory rise in that month, small as it was.

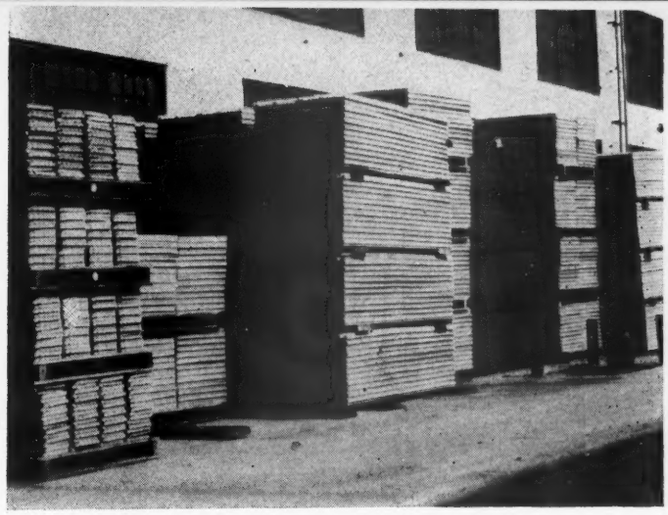
Since the first of July, 1943, the total value of inventories has gone up over $300 million, or 59 per cent, an average of about one per cent per month. This is in keeping with the trend of prices and shows why the roads are after rate increases.



UNIT LOAD CUTS STORES HANDLING COSTS

By C. E. SWANSON
Assistant General Storekeeper, Chicago, Burlington & Quincy

Mechanical handling of materials and supplies will not show maximum cost reduction until railroads get together on how they want items shipped and then convince supplier the method will save him money*



In this post-war period the railroads have faced a tremendous task in endeavoring to meet from all sides, rising costs, which are not being offset by commensurate increases in net earnings. Wages, for example, had increased 75 per cent up to December, 1947, not to mention what material prices had done. Further wage increases have been granted to certain groups of employees since that date. On the other hand, freight rates have increased only 39 per cent. It is obvious, therefore, that means had to be found to compensate for these rising costs. In the stores departments a large part of our efforts to offset rising material and labor costs has been through increasingly more efficient mechanical handling of materials and supplies. In order to cut our handling costs we are using hand- and power-operated lift trucks, both platform and fork type, tractors, motor trucks, lumber carriers, auto cranes and many other special types of handling equipment.

Cost cutting in materials handling has not been easy for the railroad stores departments. Many changes in physical plant were necessary before we could reap benefits from mechanization. Some of us, for example, were faced with multiple-storied buildings, with load limits in the upper stories which restricted storage of all but the very lightest materials. Prohibitive building costs precluded wholesale construction of new store houses. Therefore, rearrangement of stocks was necessary to permit the use of maximum head room and floor capacities on the first floors of these buildings. Concentration of materials at certain points where the volume handled would justify the acquisition of mechanical handling equipment was necessary. This sometimes meant changes in the distribution points of materials. Concrete roadways had to be built to replace the old dirt, cinder or gravel ones. And, far from least, concrete platforms had to be constructed so that material could be unloaded as close to point of use as was possible. Those of us who were far-sighted enough to remove these obstacles at the start were the first to collect dividends.

But once our fixed physical plant was adjusted to the new method of handling and storage, mere addition of a lift truck and a few pallets did not solve all our problems or make all the cost reductions which we feel are possible. There is much work still to be done. Only through the co-operation of railroads, their suppliers, materials handling equipment manufacturers and packaging concerns will the maximum benefits accrue to both the supplier and the railroads. Securing that co-operation will require the maximum intelligence, patience and good will from all of us.

To do our part to help both ourselves and our suppliers the railroads, first, will have to agree among themselves on which method of packing and shipping is best for the majority and then endeavor to have the suppliers ship their products as we want them shipped. Where it is possible, for instance, to make a unit load without pallet it should be done. Other items will require a pallet or skid, while some will defy the unit load principle. Secondly, we on the railroads, with the help of materials handling equipment manufacturers and packaging concerns, will have to show the manufacturers of our supplies how what we want in the way of packaging and unit loads will improve their handling and save dollars and cents for them.

This latter task will not be an easy one. Most manufacturers have tooled their plants so as to package, handle and ship what they produce at what was, at some time in the past, the lowest possible cost to them. Unfortunately, this may not always turn out a product packaged and shipped so that the purchaser can handle it at a low cost. Thus it can be seen quite plainly why the program of education of suppliers is necessary. And from the experience of our railroad when we have made requests for unit loads, it seems clear that the educational effort required will be great. An important part of that education will be inspection of the manufacturer's facilities by the railroad, and vice versa.

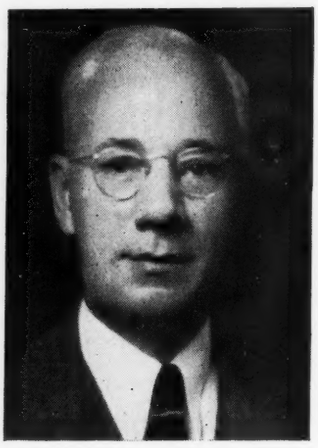
As mentioned above, not only is the use of the unit load important to us, but so also is the manner of packaging. Again, co-operation of railroads, their suppliers, and packaging concerns is going to be necessary to achieve some of the results we would like, such as:

1. Standard packages among manufacturers of the same material so that we will not have to try to pile kegs on boxes, for example, or throw our space budget out of whack because different size packages are received; 2. packaging according to quantities ordered by the purchaser; and 3. containers which give adequate protection to the contents.

*Abstracted from an address at the Industrial Packing Engineers' Association meeting at Chicago, October 5.

W. D. Neil, Chairman

R. C. Thayer, Vice-chairman



W. A. Fairbanks, Secretary

COMMUNICATIONS SECTION DISCUSSES RADIO

Economics of train communication, automatic ticket reservation systems, and more telephone service over fewer wires are among subjects dealt with at three-day convention

The savings effected and the operating benefits accomplished by radio and inductive communication on road trains and in yards, and explanations of modern electrical and electronic devices to improve telephone service and to operate automatic ticket reservation systems, were some of the more important subjects discussed at the annual meeting of the Communications Section of the Association of American Railroads held at Colorado Springs, Colo., September 28-30. W. D. Neil, general manager of communications, Canadian Pacific, presided as chairman of the meeting, which was attended by 147 railroad members and 184 affiliated members.

In addition to the opening remarks by Chairman Neil, a brief address was given by J. H. Aydelott, vice-president, Operations and Maintenance department, A. A. R. The program also included the submission and discussion of the reports of nine standing committees and the presentation of three illustrated technical papers: "Railroad Automatic Reservations," by J. S. Jammer, vice-president, International Standard Electric Corporation; "Carrier Operation in Buried Cable," by J. R. DePriest, superintendent, communications and signals, Seaboard Air Line; and "Telephone Facilities for Reservation Bureaus," by Justin E. Hoy, sales and service engineer, department of operation and engineering, American Telephone & Telegraph Co. A novel feature of the convention this year was the scheduling of three sessions for open forum discussion of practical problems in communications.

In conjunction with the convention, 19 member companies of the Railway Telegraph and Telephone Appliance Association presented exhibits of modern railway communications equipment.

Effective at this annual meeting, W. A. Fairbanks, secretary of the Communications Section, retired, thus marking the end of nearly 40 years of service in the railway communications field.

Abstracts of Committee Reports

The Committee on Economics presented a report on the savings effected by radio and inductive communication facilities on road trains and in yards. Some of the examples cited are given in the following:

A project on one road, including equipment in one fixed station and on seven locomotives used in a flat yard, cost $15,000, but saves $16,500 annually. Another similar installation, including one fixed and 13 mobile stations, required an investment of $14,445, incurs $7,200 annual operating expense, and is saving $9,700 annually. A third project of the same nature, but used also in terminal work, includes two fixed and 10 mobile stations. This installation cost $24,000, with an annual charge of $10,000, but is saving $4,000 annually.

A road installed inductive-type equipment in one fixed station and on three locomotives used in a gravity-type classification yard. In addition to expediting operations, the overall saving is $2,100 annually. Another road installed radio in one fixed and

five mobile stations at a cost of $13,115, with an annual charge of $2,492. This project saves $20,073 annually. Still another railroad applied radio in one fixed station and on 13 tug boats at a cost of $38,800. The annual operating expense of the installation is $6,650 and it is effecting an annual saving of $11,700.

Experience on the Missouri Pacific

With reference to train communication, W. Rogers, superintendent telegraph, Missouri Pacific, discussed some of the economies of his road's installation on 193 mi. of single track between McGee, Ark., and Alexandria, La. This installation involves equipment in seven wayside offices, 15 freight locomotives and 15 cabooses, using inductive equipment for train-to-wayside communication and space radio equipment for end-to-end communication. The total cost of the job was $96,000, with an estimated annual maintenance expense of $14,000 and interest and depreciation of $13,440—a total annual charge of $27,440. The annual savings, according to Mr. Rogers, are estimated at $65,921 gross, and $38,481 net, the latter being about 40 per cent of the initial investment. It is also estimated that through freight trains are saving 46 min. between McGee and Alexandria. An article describing this Missouri Pacific train communication project was published in the *Railway Age* for April 10.

Some of the economies of the Burlington's installation of space radio on 21 Diesel-electric lomocotives and one steam yard locomotive in Chicago were discussed by H. H. Hasselbacher, superintendent of telegraph. From a six-months' study, a five to six per cent increase in productivity of the radio-equipped locomotives was disclosed. The cost of equipping each locomotive was less than two per cent of the actual value of each locomotive. An article on this installation was published in the June 7, 1947, issue of *Railway Age*.

The railroad radio and inductive communications installations in service and authorized up to September 15 by the Federal Communications Commission are listed in a mimeographed report issued by the secretary of the Communications Section, A. A. R.. This list includes 49 fixed and 1,575 mobile and portable stations on 50 railroads using space radio, and 307 fixed and 757 mobile and portable stations on 17 railroads using inductive systems.

Reports presented by the remaining committees were of a technical nature dealing with circuits, practices and equipment, and are not abstracted here, but will be published in considerable detail in the November issue of Railway Signaling.

Abstracts of Papers

An automatic reservation system, known as Intelex, for mechanizing and reducing the costs of handling passenger reservation records, was the subject of J. S. Jammer's paper. The system involves an extremely complex electrical machine, located in a central office, and connected to remote offices in distant cities by means of printing telegraph machines and circuits. Mr. Jammer explained that the Intelex machine is capable of receiving and interpreting standard types of messages requesting predetermined kinds of information and actions; receiving and scoring reservations made from any properly connected and authorized remote point; cancelling previously scored reservations; and furnishing information as to the status of any type of space or accommodation automatically. He pointed out that a running report of the status of all space or type of accommodations is available, if desired; that automatic notice of final reservation of space, as well as advance warning of potential "sell-outs," can be promptly transmitted by the machine also if desired; that messages requiring action by two or more widely separated groups can be rerouted, so that retyping of messages can be eliminated or minimized; and that alternate space can be offered by the machine if that requested is unavailable. Thus, he said, the machine is, in effect, an automatic bookkeeper, which can add, substract, offer alternates, summarize information received, supply integrated answers upon request, and send out automatic statements as to the condition of available space. A detailed article on this communications development was published in the July, 1948, issue of Railway Signaling.

Buried Cable on the Seaboard

In his paper, J. R. DePriest discussed the installation and operation of a two-conductor underground cable on the Seaboard Air Line between Hamlet, N. C., and Savannah, Ga., via Columbia, S. C., a distance of 248 mi. The two wires of this cable are used for a Western Electric, Type-C, three-channel carrier telephone circuit, as well as for d.c. code impulses and carrier for centralized traffic control in the territory. Plowed in place about 22 in. below the surface of the ground, the cable extends along the right-of-way in the berm, about 1 ft. beyond the edge of the track ballast. The purpose of the installation is to avoid service interruptions due to adverse weather conditions which prevail in the territory. Mr. DePriest remarked that the results obtained from this first installation have been very satisfactory and, as a result, additional cable totaling 595 mi., has since been installed. An article concerning this project was published in the September issue of Railway Signaling.

The use of telephone communication service in the handling of space reservations was the topic of Justin E. Hoy's paper, the importance of which to both the railroads and the telephone companies was emphasized in detail. He remarked that the subject was important to the railroads because it is a vital link in the sale of space; because it is a major operation involving many people, thus representing a sizable expense; and because it involves a large number of contacts with the public, thus affording opportunities for the building of good relations. In so far as the telephone companies are concerned, for practically every unit of space sold at least one, and frequently more, telephone conversations take place.

The paper included extended discussion of operating procedures and equipment involved in the handling of reservations from a central bureau, such as on the Southern Pacific at San Francisco, Cal., on the Atchison, Topeka & Santa Fe at Chicago, on the Chesapeake & Ohio at Huntington, W. Va., and on the New York Central and the Pennsylvania at New York.

George A. Blackmore

GEORGE A. BLACKMORE DIES

Well-known head of Union Switch & Signal and Westinghouse Air Brake Companies had spent 52 years in railway supply business

George Augustus Blackmore, of Perrysville, Pa., chairman of the board and chief executive officer of the Union Switch & Signal Co. and the Westinghouse Air Brake Company, died at Allegheny General Hospital in Pittsburgh on Saturday, October 2.

Probably no man at the head of a railway supply concern had a wider acquaintance among railroad executives than Mr. Blackmore. His outstandingly successful career had covered a span of 52 years, during which he witnessed, participated in and was in large measure responsible for, the entire development of modern railroad signaling. That career is best summarized in Mr. Blackmore's own words; on July 1, 1946, in accepting from Union Switch a plaque commemorating his 50 years of service, he said in part:

"Continuous devotion to a line of endeavor over so long a period has made the signal business so much a part of me that I hold no greater desire than to have a part in its continuing progress . . . .

". . . While the company had been in operation 14 years before I joined it, we were still in the pioneering stage. The company had about 400 employees [compared with some 11,000 employees of two companies under Mr. Blackmore's jurisdiction at his death].

"Our business was relatively simple. There were a few hundred clock-work home signals in service, and a few hundred enclosed-disc and electro-pneumatic semaphore signals, but the first electric semaphore signal had yet to be installed. We had installed some electro-pneumatic interlockings, but a great deal of straight mechanical equipment was still being sold.

"Many developments in the signal business during the past 50 years will compare favorably in value and importance to railroad transportation with what has taken place in other fields. . . . Problems have been solved and results accomplished that have become commonplace in railroad operation today which would have appeared as mere dreams 50 years ago."

Mr. Blackmore's remarks, however, were not directed entirely to the past; in line with his own philosophy that a "modern executive" should possess, among other qualities, "unceasing diligence looking to improvements and modernization of systems and apparatus," he went on to say:

"I am more concerned with the possibilities of the future than with what has occurred in the past. I am confident that the advancement in such sciences as electronics, chemistry and materials will be just as great during the next 50 years as have been the improvements in the past 50. Systems and methods of operation will undoubtedly be evolved in the signal industry which are beyond our wildest imagination today. We have probably only scratched the surface."

Mr. Blackmore was born in Wilkinsburg, Pa., January 7, 1883, and educated in public schools and by subsequent night study at colleges and correspondence schools. He entered the employ of the Union Switch & Signal Co. on July 1, 1896, serving as messenger, clerk, stenographer, and chief clerk in the engineering and estimating departments. In 1904, he was transferred to New York, to handle parts of the contract for the first signal system on the Interborough subway.

He became assistant to the Eastern manager in 1909, and two years later was promoted to Eastern manager in charge of offices at New York, Atlanta, Ga., and Montreal, Que. In this position he was responsible for signal sales and installation in the Hudson & Manhattan tubes and the Pennsylvania's New York terminal and its New Jersey and Long Island approaches.

Mr. Blackmore became general sales manager of Union Switch at Swissvale, Pa., in 1916. In the following year he was elected second vice-president in charge of sales and engineering, and in 1922 became first vice-president and general manager. He was elected a director three years later, and president and general manager in 1929.

In 1932 he was elected a vice-president and general manager of Westinghouse Air Brake. When, in 1936, he became president and director of that company he was the youngest man ever to have filled that office except the company's founder, George Westinghouse. In 1940, Mr. Blackmore was elected chairman of the board and president of both companies, and since April 16, 1946, had been chairman and chief executive officer of both.

He was also chairman of the board of the Duff-Norton Manufacturing Company, and a director of A. M. Byers Company; Flannery Bolt Company; Pittsburgh Screw & Bolt Co.; Bendix Westinghouse Automotive Air Brake Company; Cardwell Westinghouse Company; Westinghouse Brake & Signal Co. (London, England); Canadian Westinghouse Company; Westinghouse Electric Corporation; Union Switch & Signal Construction Co., and the Mellon National Bank & Trust Co.

He also gave liberally of his time and efforts as a director of the National Industrial Conference Board; United States Chamber of Commerce; Transportation Association of America; National Association of Manufacturers; Railway Business Association, and other commercial, civic and charitable organizations.

GENERAL NEWS

Rap Plan to Reduce Radio Frequencies

Proposal of F.C.C. is opposed by A.A.R., individual roads

Strong opposition to the Federal Communications Commission's pending rule-making proposals, which include the plan to take from the railroad radio services 19 of the 60 frequencies now allocated to them in the 152-162 Mc. band, was voiced by the carriers this week in oral argument before that agency.

The F.C.C. proposes to supplant the present General Mobile Radio Service with three new classes of mobile service, as follows: (1) Land Transportation Radio Services—to provide communication facilities for railroads, intercity buses and trucks and urban transit services; (2) Domestic Public Mobile Radiotelephone Services—to furnish common carrier mobile radiotelephone service to the general public; and (3) Industrial Radio Services—for miscellaneous use, such as delivery and pick-up services, automobile clubs, doctors' cars or ambulances.

It further proposes to assign the 19 frequencies it plans to take from the railroads to a new Public Safety Radio Service to be set up under a proposed revision of rules governing what has been called Emergency Radio Services. The reassignment is designed to make up for that service's loss of spectrum space to the Maritime Mobile Service. The objections of the railroads to the proposed changes previously had been set out in briefs led with the F.C.C. by the Association of American Railroads and several individual carriers, as reported in *Railway Age* of July 24, page 103.

The A.A.R.'s argument before the commission was launched by D. Worth Clark, former United States Senator from Idaho, who was retained as special counsel by the association. Senator Clark outlined the general position of the railroads, paving the way for a more detailed presentation by J. M. Souby, general solicitor of the A.A.R. Mr. Souby's argument led him to the conclusion that "under every proper consideration, the situation is one that calls for an increase rather than a reduction in the present frequency allocation." The commission also was scheduled to hear spokesmen for the American Short Line Railroad Association and 15 individual carriers.

Mr. Souby contended that the fact that the railroad radio service may not as yet be making full use of its frequency allotment, while other "less essential" services are "clamoring" for additional frequencies for immediate use, "certainly should not be taken by the commission as sufficient to justify a reduction in such allocation." The primary duty and function of the F.C.C., he held, is to insure the provision of sufficient frequencies to meet not only the immediate demand, but the "foreseeable future requirements" of such essential services as the railroad radio service. "And in reaching its conclusion as to the ultimate needs of a particular essential service," he added, "prudence requires that it even allow a reasonable leeway for the devleopment of possible new uses of radio in such service."

Railroad Frequencies Not "Excessive"

Mr. Souby said it is "difficult" to see how the frequencies presently allocated to the railroad radio service can be regarded as "excessive" in view of the vital interest of the public in safe, adequate and efficient railroad transportation and in view of the "important contribution" which radio can make toward safety and efficiency.

The F.C.C., Mr. Souby continued, should bear in mind that once it has taken away any of the frequencies from the railroads it will be "exceedingly difficulty, it not impossible," for it ever to restore them. "'The certain injury to the public interest that would result if the railroads should ever reach the point where their need for frequencies could not be met is sufficient to make the commission hesitate to take action herein based upon such wholly speculative considerations as the progress to be expected in the radio art and the rate of growth to be expected in the railroad radio service," he said.

Mr. Souby observed that one of the "cardinal principles" adopted by the F.C.C. to govern it in the discharge of its duties is the principle that, from the standpoint of real public interest, the use of radio for the promotion of safety and property "far transcends" in importance its use for the purpose of mere convenience or amusement. "That being true," he said, "would the comsion be justified from the standpoint of the broad public interest in reducing its total allocation to the railroad radio service to less than one-half of a single television channel, if by doing so it is jeopardizing adequate ultimate provision for the railroad radio service? Would it be justified in making immediate provision of additional channels for the taxicab service, for example, at the risk of jeopardizing adequate ultimate provision for the railroad service?"

Among other things, the A.A.R. officer charged that the development of the use of radio by the railroads was "probably set back" as the result of the "unsympathetic attitude" shown by the predecessor of the F.C.C. toward such use. "There is very reason to believe," he went on, "that it will retard still further if this commission goes forward with its present proposal."

Mr. Souby went on to point out that, since December 31, 1945, when the F.C.C. promulgated regulations to govern the railroad radio service, there have been 1,830 railroad radio authorizations, comprising 41 train land stations, 631 train mobile stations, 110 yard and terminal land stations, and 1,048 yard and terminal mobile stations. "Whether that rate will continue in the face of the uncertainty created by the proposal under consideration, I do not know," he added. "In any event, considering the fact that this allocation was made while the war was still on, considering the many unusual problems with which the railroads have been confronted since the allocation was made and considering the dfficulties involved in meeting the exacting requirements of railroad service, the railroads feel that the progress thus far made by them in the use of radio is not such to cause either embarrassment to themselves or disappointment to the commission."

In the latter connection, Mr. Souby told the F.C.C. that the railroads came out of World War II with a large part of their equipment and other facilities "sadly in need" of replacement or rehabilitation at a cost of several billions of dollars over the next few years. "At the very time when they were thus in the greatest need for funds," he said, "they found their net earnings rapidly disappearing as a result of constantly mounting operating costs . . . Such a situation, to say the least, is hardly conducive ordinarily to extensive capital commitments in a new field, particularly a field which is still as experimental as is railroad radio. In addition . . . there have been the difficulties presented by radio itself in its application to railroad operations."

Mr. Souby also asserted that any "real hope" of substantially speeding up railroad freight transportation must necessarily lie in the posibility of shortening the time required in yard and terminal handling. "The experience thus far had by the railroads in the use of radio in such operations has demonstrated that it does result in a sub-

stantial speeding up of the movement of cars through yards and terminals, as well as contributing to the safety of life and property," he declared. "They insist, therefore, that in considering the adequacy of their present allocation, consideration should be given to their requirements for those purposes as well as for train communication purposes."

Freight-Rate Hearings Set for November 30

I.C.C. dockets 8 per cent case as Ex Parte No. 168

The Interstate Commerce Commission on October 6 made public an October 4 order instituting an investigation of the freight-rate-increase petition filed by the railroads on October 1, docketing the proceeding as Ex Parte No. 168 and assigning it for hearing before the commission's Division 2 at Washington, D. C., on November 30. An accompanying order discontinued "without prejudice" the No. 30052 proceeding which involved the now-superseded August 26 petition wherein the railroads had sought authority to increase rates on coal, coke and iron ore.

That discontinuance had been sought in a motion filed by the carriers, since new proposals as to rates on coal, coke and iron ore are embodied in the general petition. In addition to setting the November 30 hearing date, the commission's order with respect to the latter prescribed special rules of practice for the proceeding. These include a requirement that presentations which the carriers propose to make in support of the increases be filed with the commission and distributed to interested parties on or before November 9.

"The initial hearing," the rules also say, "shall be primarily for the purpose of receiving testimony on behalf of (a) the petitioners, (b) intervenors, and (c) protestants who are prepared or desire to be heard. Such additional hearings will be provided as the progress of the proceeding indicates to be necessary or desirable."

The proposed increases are calculated to bring the prospective 1949 net railway operating income up to $1,313 million, a return of about 5.6 per cent on net investment, provided there were no further increases in costs. That estimate is contained in the petition which also says, however, that if there should be further increases in operating expenses, "it will be necessary to bring the changed situation to the attention of the commission in a supplemental petition."

That the situation is already changing was shown by developments in the pending wage proceedings, which included this week's agreement on a 10-cents-per-hour increase for employees represented by the Brotherhood of Railroad Trainmen and Order of Railway Conductors. When Chairman W. H. Dana of the Western Traffic Executive Committee recently announced the railroads' decision to file the rate-increase petition he said that "any further increases in railway operating costs which might result from the pending demands of the unions is a bridge that will have to be crossed when we come to it."

As noted in the *Railway Age* of October 2, page 62, where the decision to file the petition was reported, the proposed increases are expected to yield $672,500,000 a year on the basis of anticipated 1949 traffic volume. The general proposal is for an 8 per cent increase in all rates, except those on coal, coke and iron ore, fresh fruits and vegetables, lumber and sugar. The increases proposed on coal and coke are 30 cents per net ton or 34 cents per gross ton; the iron-ore increase would be 25 cents per ton, net or gross as rated, but it would not apply on movements from the Missabe range to upper Great Lakes ports for transshipment by water. On fresh fruits and vegetables, including citrus, the general 8 per cent increase would be subject to a maximum raise of 8 cents per 100 lb.; on lumber and sugar, the maximum increase would be 5 cents per 100 lb.

The 8 per cent increase would apply generally to charges for accessorial services, although no increases are proposed in charges for loading and unloading livestock, for wharfage services at South Atlantic and Gulf of Mexico ports, and for handling iron ore at the upper lake ports or storing it at the lower ports. Demurrage charges would remain unchanged as would allowances paid by railroads to shippers for performing drayage or other services for themselves.

Present Rates Not Adequate

The petition is based on the carriers' contention that present freight rates are not producing a net railway operating income adequate to maintain the transportation service contemplated by the Interstate Commerce Act's section 15a (2) and its national transportation policy. The proposed increases, the petition argues, would be no more than adequate.

RECORD OF THE RAILROAD FAIR

Paid admissions—2,500,813 for the 76-day run, July 20-October 3, inclusive

Pageant customers—1,167,867, or an average of 3,972 apiece for 294 performances

"Deadwood Central" narrow-gage railroad—925,479 fares

Average daily Fair attendance—32,906

Record day—August 1, with 75,267 paid admissions

Other statistics—50 per cent of the customers were from outside the state of Illinois; and 28 per cent of visitors returned for at least a second time

It also asserts that the present basis of freight rates, fares and other charges, despite the increases of recent years, "fails by about $625 million" of meeting the increased costs of operation incurred since 1939. "If petitioners are to be in sound financial condition, this gap must be closed," the petition adds. It goes on to say that the railroads "have been making every effort to effect economies," but there is "no prospect that enough can be accomplished in this respect within the reasonably near future to offset any appreciable portion of these extraordinary increases in operating expenses."

On the basis of present levels of costs, rates and fares, the petition estimates that the 1948 gross will be $9,632 million, operating expenses, $7,435 million, and net railway operating income, $996 million, a return of 4.24 per cent. The prospective 1949 gross, on the same basis, is shown at $9,511 million, operating expenses at $7,443 million, and net railway operating income at $911 million, a return of 3.88 per cent. Setting out the carriers' requirements for the $1,313 million of net railway operating which the proposed increases are calculated to bring in 1949, the petition mentioned the "extraordinary need for expenditures to continue the program of rehabilitating and modernizing petitioners' equipment and facilities."

In that connection, the petition cites the latest "Monthly Comment" issued by the commission's Bureau of Transport Economics and Statistics, which reported that the 1948 capital expenditures of the Class I roads were expected to total $1,263 million. In carrying out this program, the carriers "are faced with an extremely high level of costs," the petition continues; and it proceeds to cite the latest "Railroad Construction Indices," prepared by the commission's Bureau of Valuation, which showed the combined 1947 cost index for the road and equipment at 75 per cent above the 1935-39 level. A point is also made of the fact that depreciation reserves have been set up on the basis of original costs, and are thus "inadequate by a substantial margin to replace retired plant and equipment."

"The necessary funds," the petition goes on, "will have to be obtained from earnings by raising new capital. New capital can be raised only if the railroads are earning adequate returns."

The "real purchasing power" of the $996 million net railway operating income expected to be earned this year under present rates is put at $517 million—on the basis of 1935-39 average prices of railroad materials and supplies, excluding fuel. Thus, "it takes nearly $2 of net railway operating income today to equal one pre-war dollar of net railway operating income."

The petition asks the commission, after "prompt" hearing, to find the increases justified and to grant the necessary relief from its tariff-publishing

rules and the fourth section to permit their publication on one day's notice. It also requests that the commission invite the cooperation of state regulatory bodies so that the intrastate-rate phase may be disposed of as promptly as possible.

Calls Transport Problem "Economic Crazy Quilt"

New policy necessary to avoid government ownership, says Conn

Characterizing the transportation problem of the United States as an economic crazy quilt, Donald D. Conn, executive vice-president of the Transportation Association of America, addressing the association's New England advisory forum at Boston, Mass., on October 4, called upon leaders of agriculture, industry, and finance to join hands in determination and adoption of sound national policies to forestall the catastrophe of government ownership of the nation's transportation systems.

"Private ownership of transportation is breaking down," declared Mr. Conn. "If government monopoly becomes the only recourse, it will be due to outright default of leaders of the enterprise system and not because of any organized public opinion in its favor.

"No greater impetus could be given to the march of Communism than the spectacle of our inability in America to solve our transportation problem under the principle of private enterprise. The problem is man-made. Self-interest of areas of the country, of shipper and investor groups and of forms of transportation have been asserted to a degree wholly incompatible with the public interest and the welfare of the nation as a whole.

"The complete failure of Congress to provide a national policy which would keep pace with economic changes has resulted in constantly higher costs to the public and the loss of billions of dollars to private investors through recurrent bankruptcies. Through public default the common-carrier industry is dangerously near government ownership. Such a catastrophe would open the door for the regimentation of basic industry and natural resources and for complete control of the mechanisms of distribution. It would just about finish the system of private enterprise."

Mr. Conn outlined the nation-wide economic-statutory project which has been undertaken to assist Congress in resolving the issues of the problem and in drafting new objectives of national policy.

The Public Interest Test

"For a decade," said Mr. Conn, "the association has explored the physical, financial, and regulatory aspects of all forms of transportation. The effect of changing areas of production and distribution methods have been carefully analyzed. Procedures have been established to apply the public interest test to this complete research, to resolve the issues through voluntary negotiation among leaders in all areas, and to draft a new national transportation act for presentation to Congress.

"This is the first real attempt to substitute government by economics for government by political pressure groups in dealing with the country's most crucial domestic problem."

Grave Emergency

Warning that before conclusions can be reached on the long-term aspects of the problem the country may be faced with a grave emergency, Mr. Conn declared that rail labor leaders are planning their master stroke to plunge this industry into government ownership.

"These labor leaders have publicly declared themselves in favor of nationalization. Timed to coincide with the critical trends within the industry, they demand a third round of wage increases and prohibitive changes in working rules. They know that the economy of this industry cannot withstand a greater total wage bill and still survive in private ownership."

"This demand is projected under procedures of the Railway Labor Act so that the usual 'emergency' will be reached just before the election. Beware of a packed Presidential fact-finding board whose awards management could not accept with conscience. Then, for the first time since the passage of this act, the stage will be set for government ownership legislation dictated by labor. The country may be confronted with just that emergency before next spring.

"A first order of business before the next Congress should be to prohibit collusion between labor unions and to outlaw national strikes in transportation."

In summarizing the elements of the problem, Mr. Conn said:

"The industry has become an economic crazy quilt. Out of every dollar paid by the public for common carrier services in 1947, 56 cents went to labor. This is a higher percentage than in any other industry except coal.

"In 1940 expenses and taxes of common carriers were 80 per cent of the gross. In 1948, they are running better than 90 per cent.

No "Slack" in Balance Sheets

"There is no 'slack' in the balance sheets of common carriers; there is no way to recapture increases in wages or higher costs of supplies except through general rate advances.

"The higher the price of regulated transportation, the greater the diversion of traffic to private and contract carriers.

"In 1920, 90 per cent of the passenger traffic and 88 per cent of the ton-miles were transported by regulated common carriers. Since the advent of highways and airports, only eight per cent of the passenger traffic and 62 per cent of the ton-miles are now transported by these regulated carriers. Those shippers who are largely dependent upon the regulated agencies—the farmer and basic industry—must make up in the level of their rates for the traffic lost to private and contract carriers.

"Since 1940 less than 30 per cent of the common carriers have been able to attract capital for debt financing, except equipment trusts, on terms as favorable as those enjoyed by other large industries.. Only a few of the stronger agencies have been able to secure new equity financing of any kind.

"Transportation is caught in a 'squeeze play' between higher costs and constant diversion of traffic to contract and private carriers. It is near the line of diminishing returns. The financial collapse of a sufficient portion of the common-carrier industry would make government ownership the only recourse for the public interest."

10 Cent Hourly Wage Boost Granted Two Ops

Mediation talks in non-ops case collapse on October 6

The nation's railroads agreed, on October 4, to a 10-cent-an-hour wage increase, effective October 16, for 175,000 conductors, trainmen, yardmen and yardmasters and dining car employees, represented by the Order of Railway Conductors and the Brotherhood of Railroad Trainmen. The two unions had asked for a wage boost of 25 per cent, and negotiations on the demand have been under way at Chicago since September 14.

On October 6, the 16 non-operating unions moved back into the labor news when the National Mediation Board reported its failure to bring the brotherhoods and the carriers into accord on wage demands. The board proposed arbitration, which the railroads were considering at the time the unions declined the suggestion. The next move is for President Truman to appoint a fact-finding board.

Announcement of the settlement with the trainmen and conductors was made jointly by H. W. Fraser, president of the Order of Railway Conductors; D. A. MacKenzie, assistant president of Brotherhood of Railroad Trainmen; and Daniel P. Loomis, chairman of the western railroads' wage committee, in behalf of the carriers. The settlement is the second time within a year that the conductors and trainmen have reached a wage agreement with the carriers across the bargaining table,

AMERICAN RAILROADS "ON THE AIR"

The "Railroad Hour," a 30-min. musical program which is to be presented weekly by the nation's carriers, was introduced over the American Broadcasting System Monday evening, October 4. William T. Faricy, president of the Association of American Railroads—through which the program is being managed—gave a 1 min. 40 sec. "commercial" from St. Louis, Mo., where he was attending the twelfth annual meeting of the National Association of Shippers Advisory Boards. Mr. Faricy explained the work done by the 13 regional shipper boards and lauded this unusual type of inter-industry cooperation.

The initial radio presentation was "Good News." The stars were Dinah Shore and Jane Powell. Gordon McRae was master of ceremonies and music was by Carmen Dragon and his orchestra.

without recourse to mediation, arbitration or a fact-finding board.

Mr. Loomis estimated that the wage increase would add $55,665,000 a year to the railroads' labor costs, including payroll taxes. The same increase, if applied to all railroad workers, would increase the railroads' operating costs $381,170,000 annually, he said.

Following the settlement with the trainmen and conductors, representatives of the engineers, firemen and the Switchmen's Union of North America, on October 5, recessed their negotiations with the carriers.

The three operating brotherhoods then announced that they were "referring the entire wage situation to our general chairmen and they will decide the future course of action. This decision follows acceptance of a 10-cent-an-hour wage increase by two other unions." It is expected that the unions' general chairmen will meet within thirty days.

The switchmen's union represents about 7 per cent of the railroad switchmen, while the remaining 93 per cent were included in the October 4 settlement, said Mr. Loomis. The engineers, firemen and switchmen's unions have demanded the difference between the 15½-cents-an-hour increase they accepted in August after the White House intervened under a strike threat, and their original demand for a 30 per cent wage increase, with a minimum hike of $3 a day (*Railway Age* of August 21, page 63).

As noted in *Railway Age* of September 25, page 59, negotiations between the non-ops and the carriers broke down on September 17, resulting in the circulation of strike ballots by the brotherhoods. The National Mediation Board, on request of the railroads, intervened in the dispute September 23.

The non-operating unions are demanding a 25-cent-an-hour increase in wages, 48 hours pay for 40 hours work, a five day week, time and a half for Saturdays, and double time on Sundays and holidays, with eight hours minimum pay for any work on Saturdays, Sundays and holidays. The carriers estimate the cost of these demands at more than one and a half billion dollars annually.

Sanctions Forwarder Pacts with Truckers

I.C.C. approves agreements, but rules out joint rates

Freight forwarders and motor carriers may enter agreements covering terms, including compensation, under which the forwarders utilize the services and instrumentalities of the truckers, the Interstate Commerce Commission has ruled. The ruling will permit motor carriers to charge less than their published tariff rates for performing so-called assembly and distribution services for forwarders, but it will require agreements covering terminal-to-terminal trucking to provide for forwarder payments no lower than the truckers would receive under their tariffs. Meanwhile, the commission has reaffirmed its previous condemnations of joint-rate arrangements between forwarders and motor carriers, thus disqualifying any such arrangement for inclusion in the forwarder-trucker agreements which it will approve.

These determinations, which also require that the agreements be filed with the commission and made available for public inspection, were made in the commission's report on its No. 29493 investigation of arrangements between forwarders and truckers. In sanctioning agreements, the commission rejected recommendations of the proposed report by Examiners Paul O. Carter and J. J. Williams, who would have required the forwarders to pay the truckers' published rates while permitting the truckers to maintain assembly and distribution rates lower than their rates on traffic generally, provided such lower rates could be justified on the basis of lower costs incurred in handling the forwarder business (see *Railway Age* of October 4, 1947, page 61).

The commission's report was accompanied by a brief concurring opinion from Commissioner Mahaffie, and it drew a lengthy dissenting-in-part expression from Commissioner Splawn with whom Commissioners Barnard and Mitchell agreed. Mr. Splawn objected to the majority's finding that forwarder-trucker agreements covering terminal-to-terminal services could not provide for compensation lower than would accrue to the truckers under their published rates. "The record," he said, "establishes that terminal-to-terminal movements performed by the motor carriers for forwarders require less service and are less expensive than on any other traffic." Commissioner Mahaffie cited evidence indicating that forwarders load and unload the shipments moving in terminal-to-terminal services and suggested that the situation "might well be met" if the truckers published rates "available to the public as well as to the forwarder for the character of service actually performed, i.e., for the line haul."

Investigation Begun in 1946

The investigation out of which the report has come was instituted by the commission on March 5, 1946, in compliance with the February 20, 1946, amendment to Part IV of the Interstate Commerce Act. That amendment rewrote section 409 to direct the commission to determine a permanent policy with respect to forwarder-trucker relationships, meanwhile permitting continuance of joint-rate arrangements until the commission made such a determination. The section's original provisions contemplated that the joint-rate arrangements would be supplanted by assembly and distribution rates published by truckers pursuant to Part IV's section 408; but the February 20, 1946, amendment permitted the commission to approve arrangements of other types as it has now done in sanctioning agreements.

Construing that amendment in the light of its legislative history the commission concluded that Congress was of the view that the assembly-and-distribution-rate provisions of section 408 did not provide "a workable arrangement by which coordinated freight forwarder-motor carrier service can be maintained." Thus, as the commission saw it, Congress "intended that we should prescribe a method by which the forwarders and motor carriers could make voluntary lawful agreements covering the details of such service at compensation to the motor carriers which may be less than is afforded by such carriers to shippers generally, including the shippers for whom motor carriers may establish rates pursuant to section 408."

Forwarders Not Carriers

Meanwhile, the commission found it "plain" that Congress has "carefully refrained" from declaring forwarders to be carriers. The report then added: "They are to be treated, as we construe the law, not as regular commercial shippers or as carriers, but as agencies of transportation functioning in the similitude of public utilities, assuming certain definite obligations toward the public they serve, and employing the regular system of common carriers to render the underlying transportation services which they obligate themselves to supply. We construe amended section 409 as recognizing as lawful a relation between motor carriers and forwarders which is different from that between motor carriers and shippers . . . This means that Congress has authorized a method in addition to that speci-

fied in section 408 under which forwarders may utilize the services of motor common carriers."

The commission then proceeded to approve the agreement plan for assembly and distribution services at charges lower than the truckers' published rates. In the latter connection it found the cost evidence indicating generally that trucking costs on the forwarder business were less than those on other local traffic; but the amount of the difference could not be determined. Thus the report did not prescribe differentials. It did say, however, that forwarded traffic should bear its "proper share" of the truckers' costs, and that parties to the agreements "will be expected to adjust the compensation named therein so that it will be fully compensatory." Moreover, the agreements will be subject to "further consideration with respect to the measure of compensation in appropriate proceedings."

Coming to its consideration of the terminal-to-terminal service which is line-haul trucking of forwarder shipments from concentration stations to break-bulk stations, the commission relied on cost evidence of record and its own conception of the forwarders' "proper sphere" to support the conclusion that the truckers should there be paid on the basis of their published tariff rates. In the former connection, it found the record showing that there was "little difference" between the cost of handling the forwarders' terminal-to-terminal shipments and the cost of handling non-forwarder truckload traffic; and that "any savings on the former as compared with the latter would be so small that they would not justify a difference in compensation for the two types of traffic."

Forwarders' "Proper Sphere"

As to the forwarders' "proper sphere," the report had this to say:

"The primary function of forwarders is to provide for the consolidation of small shipments and the shipment or reshipment thereof in larger quantities, usually in truckloads or carloads, in terminal-to-terminal movements, for distribution at the break-bulk points. The assembly and distribution of such traffic is incidental to and in furtherance of the terminal-to-terminal movements. The primary reason for the forwarders' development was their ability to obtain truckload or carload rates on small shipments which would ordinarily move at less-than-truckload or less-than-carload rates much higher than the carload or truckload rates.

"It appears that, by this method of handling, more efficient and faster service frequently results than would be generally provided on less-than-truckload or less-than-carload traffic which was not similarly consolidated. This method of handling terminal-to-terminal movements represents the inherent advantage of forwarder service and is, perhaps, the main reason for recognizing the forwarders as performing a useful service in the transportation field and subjecting them to regulation under Part IV of the act. When forwarders operate under agreements in the handling of terminal-to-terminal traffic by which they obtain transportation from motor common carriers at compensation less than would accrue under the tariff rates of the latter, they depart from their proper sphere as transportation agencies and are improperly invading the recognized field of other carriers. This is contrary to the National Transportation Policy."

Effective Date January 22, 1949

While the commission's findings permit the terminal-to-terminal services to be arranged by agreements, which do not fix the compensation at less than the truckers' published rates, the report said it was not clear whether the forwarders would be interested in entering such agreements. If they do, the agreements must be filed along with those relating to the assembly and distribution services. The filing requirements stipulate that the forwarders and participating motor carriers must both sign the agreements, or separate concurring agreements, and that changes in agreements shall be shown by the filing of supplements or reissues. The filings must be made at least 10 days prior to the effective date of the agreements involved, while 30 days notice will be required from any party desiring to revoke its participation.

The forwarders and truckers have until January 22, 1949, to file their initial agreements. That is the effective date of the order accompanying the report, and the date on which present joint-rate arrangements must be discontinued.

Commissioner Splawn's dissenting-in-part expression conceded that the majority had taken "a first step in compliance with the mandate of the Congress," but it nevertheless asserted that the findings as to compensation for terminal-to-terminal service "are in direct conflict with the evidence of record, and disregard the provisions of the statute." Addressing himself to the majority's comment on the forwarders' "proper sphere," Mr. Splawn said he did not believe that the power had been delegated to the commission "to settle the status of the forwarder in the field of transportation."

"I have the impression," he continued in part, "that sweeping findings made in this report with reference to terminal-to-terminal arrangements are somewhat influenced by the belief that the terminal-to-terminal movement of forwarder traffic is relatively unimportant, and again that it belongs to the railroads and should not be diverted to the highways."

C. & N.W. COMMUTATION TICKETS MAY NOW BE PURCHASED BY MAIL

With the sale of its October monthly commutation tickets, the Chicago & North Western inaugurated a plan whereby suburban train patrons may purchase 54- and 60-ride commutation tickets in advance by mail. Tickets may be bought for one or more months up to a full year in advance by sending a check, money order or draft to the railroad. Tickets are sent the customer by mail.

The road points out that requests should reach its offices prior to the 25th of the month preceding that for which the tickets are desired.

Tickets ordered several months in advance will be sent to the customer each month until the order is completed. Should a patron not need a ticket for a certain month, due to vacation or other reason, it can be mailed back for a refund. Tickets partially used will be redeemed in accordance with tariff provisions.

8 Months' Net Income Totaled $421,000,000

Net railway operating revenue for the same period was $631,699,241

Class I railroads in the first eight months of 1948 had an estimated net income, after interest and rentals, of $421,000,000, as compared with $298,000,000 in the corresponding period of 1947, according to the Bureau of Railway Economics of the Association of American Railroads. The eight-months' net railway operating income, before interest and rentals, was $631,699,241, as compared with $511,538,518.

Estimated results for August showed a net income of $86,000,000, as compared with $53,000,000 for August, 1947, while the net railway operating income for the 1948 month was $115,694,714, as compared with $81,145,524 for August, 1947. In the 12 months ended with August, the rate of return averaged 3.94 per cent, as compared with 3.69 per cent for the 12 months ended with August, 1947.

Gross in the eight months amounted to $6,316,802,041, compared with $5,604,554,113 in the same period of 1947, an increase of 12.7 per cent. Operating expenses amounted to $4,912,437,992, compared with $4,371,346,762, an increase of 12.4 per cent. Twenty-three Class I roads failed to earn interest and rentals in the eight months, of which 10 were in the Eastern district, four in the Southern region and nine in the Western district.

August Net Higher in East

Class I roads in the Eastern district in the eight months had an estimated net income of $154,000,000, compared with a net income of $105,000,000 in the same period of 1947. For August, their estimated net income was $38,-

CLASS I RAILROADS — UNITED STATES

Month of August

	1948	1947
Total operating revenues	$ 868,089,239	$ 745,976,270
Total operating expenses	637,361,854	565,956,187
Operating ratio—per cent	73.42	75.87
Taxes	99,842,934	84,256,779
Net railway operating income (Earnings before charges)	115,694,714	81,145,524
Net income, after charges (estimated)	86,000,000	53,000,000
Eight Months Ended August 31, 1948		
Total operating revenues	$6,316,802,041	$5,604,554,113
Total operating expenses	4,912,437,992	4,371,346,762
Operating ratio—per cent	77.77	78.00
Taxes	657,628,685	611,167,738
Net railway operating income (Earnings before charges)	631,699,241	511,538,518
Net income, after charges (estimated)	421,000,000	298,000,000

000,000, compared with $22,000,000 in August, 1947.

The same roads in the eight months had a net railway operating income of $268,767,477, compared with $211,128,282 in the same period of 1947. Their net railway operating income in August amounted to $53,557,671, compared with $35,662,343 in August, 1947.

Gross in the Eastern district in the eight months totaled $2,887,140,244, an increase of 12.2 per cent compared with the same period of 1947, while operating expenses totaled $2,294,491,872, an increase of 11.6 per cent.

South Also Gains

Class I roads in the Southern region in the eight months had an estimated net income of $63,000,000, compared with a net income of $39,000,000 in the same period of 1947. For August, they had an estimated net income of $8,000,000, compared with $2,000,000 in August, 1947.

The same roads in the eight months had a net railway operating income of $93,609,981, compared with $68,434,314 in the same period of 1947. Their net railway operating income in August amounted to $11,872,055, compared with $6,535,133 in August, 1947.

Gross in the Southern region in the eight months totaled $878,095,002, an increase of 12.2 per cent compared with the same period of 1947, while operating expenses totaled $681,133,534, an increase of 10 per cent.

Western Region Shows Improvement

Class I roads in the Western district in the eight months had an estimated net income of $204,000,000, compared with $154,000,000 in the same period of 1947. For August, they had an estimated net income of $40,000,000, compared with a net income of $29,000,000 in August, 1947.

The same roads in the eight months had a net railway operating income of $269,321,783, compared with $231,975,922 in the same period of 1947. Their net railway operating income in August amounted to $50,264,988, compared with $38,948,048 in August, 1947.

Gross in the Western district in the eight months totaled $2,551,566,795, an increase of 13.4 per cent compared with the same period of 1947, while operating expenses totaled $1,936,812,586, an increase of 14.2 per cent.

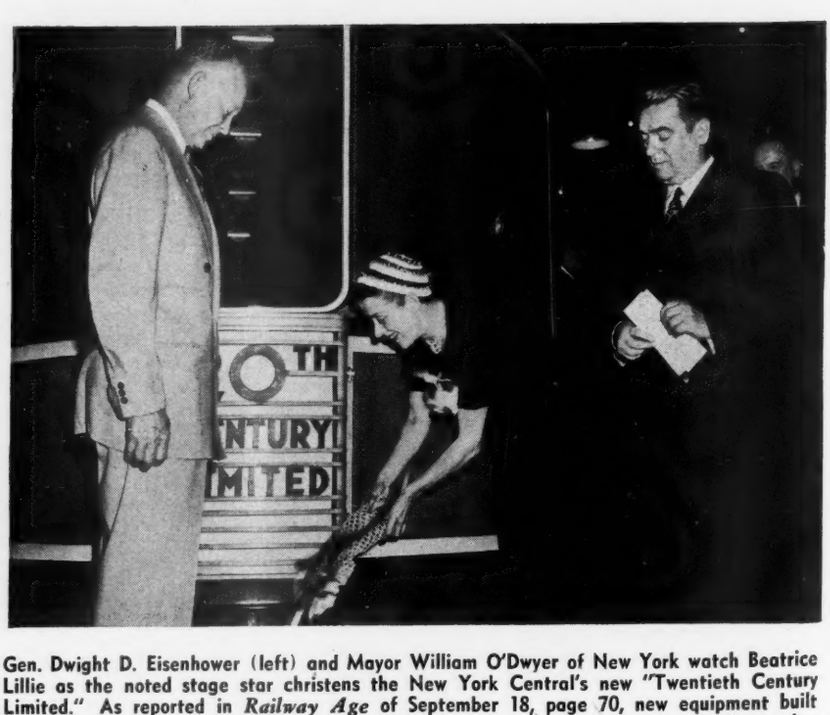
17th Rate Complaint Filed By Department of Justice

The Department of Justice this week filed with the Interstate Commerce Commission the seventeenth of the series of complaints whereby it is seeking to recover reparations from the railroads on the basis of allegations that freight charges paid by the government on its wartime shipments were unjust and unreasonable. The complaint assails rates on numerous commodities moving under storage-in-transit arrangements during the period when the Ex Parte 148 rate increases were suspended, the government's contention being that the railroads' failure to suspend the increases on such commodities was not justified by the exception proviso of the Interstate Commerce Commission's suspension order on which the carriers relied.

Reparations in the amount of the Ex Parte 14.8 increases are sought on shipments which moved during the suspension period. That was from May 15, 1943, to June 30, 1946, while the exception proviso on which the railroads relied was that wherein the commission stipulated that its suspension order would require no reduction at that time in rates which had been established at the request of government agencies at levels "considerably below the normal basis," or upon a basis "lower than reasonable or normal levels as compared with rates made or established for movements of freight for shippers generally in the same territory."

The complaint contends that the rates it assails did not qualify for the exceptional treatment under either of the foregoing specifications. The rates involved are line-haul rates in and out the Army's holding and reconsignment of depots at Marietta, Pa., on the Pennsylvania, and near Guilderland Centre, N. Y. (the so-called Voorheesville depot), on the New York Central; and the transit charges applicable at those points. The complaint lists 43 commodities as having moved through the Marietta facility under the assailed rates and 40 as having moved through Voorheesville, many of the same commodities being on both lists. They include such items as electrical appliances, foodstuffs, furniture Diesel-electric locomotives, paper and motor vehicles. A table giving examples of the charges paid shows that they ranged from $214.65 to $1,067.68 per car. The basis sought in the complaint would range from $201.14 to $1,007.08.

None of the Justice Department's complaints has yet reached the hearing stage. Hearing on five of the earlier complaints had been scheduled for September 22; but this was postponed in-



Gen. Dwight D. Eisenhower (left) and Mayor William O'Dwyer of New York watch Beatrice Lillie as the noted stage star christens the New York Central's new "Twentieth Century Limited." As reported in *Railway Age* of September 18, page 70, new equipment built by Pullman-Standard Car Manufacturing Company began revenue service on September 17, following public exhibitions in New York and Chicago

definitely for "security" reasons at the request of Secretary of the Army Royall (see *Railway Age* of September 11, page 76). The Justice Department's press release announcing the filing of the present complaint quoted Assistant Attorney General Herbert A. Bergson as having said that the proceeding was instituted "at the request of the Department of the Army."

Deegan Elected President of Federation for Railway Progress

Thomas J. Deegan, Jr., has been elected president of the Federation for Railway Progress, succeeding William C. MacMillen, Jr., who has been elected to the Federation's advisory committee. The names of other newly-elected members of that committee were reported in the *Railway Age* of October 2, page 67. Mr. Deegan was born in 1910 and was graduated from Fordham University in 1932. He served as a reporter on the staff of the New York Times for

Thomas J. Deegan, Jr.

eight years and for four years conducted his own public relations firm. In 1944 he became director of public relations of American Airlines and in January, 1946, joined the Abbott Kimball Company as vice-president. During the war he served for two years as public relations aide to General Robert W. Johnson. Mr. Deegan joined Robert R. Young's staff on October 15, 1946, and his appointment as director of public relations of the C. & O. lines was announced shortly thereafter.

B. & O. Starts "Better Writing" Campaign

The Baltimore & Ohio recently inaugurated a campaign designed to increase the readability of all material written by the road's personnel. The campaign opened with a four-day clinic on clear and effective writing attended by more than 150 executives and writer's from the road's general office and which climaxed a six-week survey of B. & O. printed materials by Robert Gunning Associates, Inc., of Columbus, Ohio. For the survey, B. & O. material was divided into four types: (1) Reading material for the general public; (2) material for stockholders; (3) leisure reading for employees; and (4) duty reading for employees.

"On a railroad," Robert Gunning told the clinic, "communication that is not quick and clear wastes time, money and patience. Misunderstandings resulting from poor communication lead to costly accidents, poor morale and ill will. Railroads spend millions on the mechanics of communication. Consider the telephones, telegraphs, teletypes, mimeographs and printing presses. But too often the words used by railroad writers and the way they are put together result in fog and poor communication. The reader puzzles, misunderstands, or simply skips the reading material entirely."

The general sessions of the clinic were followed by 20 discussion periods with departmental groups. Correspondence was one of the major subjects considered in these meetings. The B. & O. campaign against "fog," the road says, will continue with follow-up work at the general office. Meanwhile, a similar effort toward clearer communication will be extended along the line.

Would Let Southwestern Roads Try Easier Credit Plan on L.C.L.

Examiner H. G. Cummings has recommended in a proposed report that the Interstate Commerce Commission authorize the Texas & Pacific, Missouri-Kansas-Texas, and St. Louis-San Francisco to experiment for six months with their proposed plan to lengthen the period within which l. c. l. freight charges must be paid from the present 48-96 hrs. to 7 days. The plan was opposed by all other railroad interests making presentations in the case, except the Federation for Railway Progress, which favored "liberalization of the present time limits."

The proposed report came after further hearing in Ex Parte No. 73, the proceeding wherein the commission's previous reports prescribed the present regulations. The further hearing was conducted by means of "written interrogatories" prepared by the commission's staff and served on all parties who had signified a desire to participate. The southwestern roads seek to establish the more liberal arrangements principally because of the competition of motor carriers, although their proposal that they be allowed 7 days within which to present and collect bills on interstate l. c. l. shipments would not be as liberal as the motor carrier arrangements which allow 7 days in which to present freight bills and 7 days after presentation in which to collect—a total potential credit period of 14 days. Another consideration has been the fact that the proposal would make arrangements on interstate shipments uniform with those applicable to intrastate shipments in Texas.

The opposing railroads favored uniform arrangements for railroads and motor carriers, but contended that this should be accomplished by reducing the motor carrier credit period. The examiner noted in that connection that no party had requested a reopening of the proceeding (Ex Parte No. MC-1) wherein the commission prescribed the motor carrier arrangements. Thus, he added, "the propriety of the motor carrier credit period is not here in issue."

Commission Postpones Hearing On Water-Competitive Rate Cases

The Interstate Commerce Commission has postponed to a date to be fixed the further hearing it had scheduled for October 18 at San Francisco, Calif., with respect to all-rail commodity rates between California, Oregon and Washington and Pacific coastwise water rates. The proceedings are docketed as Nos. 29721 and 29722, respectively.

The commission's notice was accompanied by a copy of a letter to interested counsel from Commissioner Aitchison, who was to have presided over the hearing. Postponement of the hearing, he said, seems necessary if the commission is to have an "adequate" record.

Commissioner Aitchison added, however, that he will be in San Francisco during the week of October 25 to hear other cases and that he is willing to confer informally with counsel concerning an appropriate time and place for a hearing in the two proceedings.

Commissioner Aitchison's letter also included a request that the railroad respondents compile cost data for their east-west lines between San Francisco and Ogden, Utah, and between Los Angeles and El Paso, Tex. In this respect, he noted that some of the railroads, as part of their justification of the present rate structure, plan to produce certain cost data covering traffic on their north-south lines. Compilation by the railroads of the requested east-west data he said, would be "helpful."

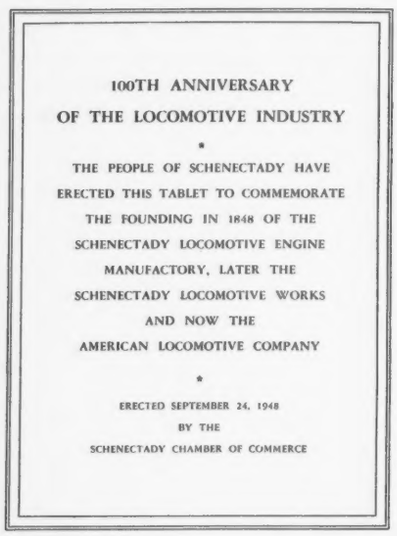
McColl Honored in Marking Alco's Centennial in Schenectady

Ceremonies on September 24, 25 and 26 marked at the same time the hundredth anniversary of the inauguration of locomotive building in Schenectady, N. Y., by a predecessor of the American Locomotive Company, and the fiftieth year in the locomotive industry of that company's president, Robert B. McColl.

Among the events marking the occasion were a dinner on September 24 at the Van Curler Hotel, Schenectady, tendered by that city's Chamber of Commerce, and on the same day the unveiling of a plaque placed on the exterior wall of the Alco general office building to commemorate the anniversary. Speakers at the dinner included Charles E. Wilson, president of General Electric Company, and messages of goodwill to Mr. McColl from many

railroad presidents and leaders in other industries were read during the evening

Mr. McColl's association with the present Alco organization began in 1905, when he came to America to join the staff of the Montreal Locomotive Works. He was appointed assistant manager of the Schenectady works in 1922, manager in 1925, a vice-president of the company in 1931, vice-president in charge of manufacturing in 1940, and president in December, 1945. His career



was sketched in *Railway Age* of January 12, 1946, page 146.

In celebrating 100 years of locomotive building at Schenectady the American Locomotive Company was not celebrating the centennial anniversary of locomotive building in all plants brought together under a single management when the American Locomotive Company was organized in 1901. Rogers, Ketchum & Grosvenor of Paterson, N. J. (later the Rogers plant of the American Locomotive Company) delivered its first locomotive, the "San-

Robert B. McColl

dusky," in 1837. The celebration at Schenectady, however, marked 100 years of continuous growth of the Schenectady plant through changing vicissitudes of corporate management, but with an unbroken tradition.

Platt Potter, the Ellis family (father and four sons), and Walter McQueen, who were connected with the history of the Schenectady plant from 1848 until the organization of the American Locomotive Company in 1901, are nearly as well known in Schenectady today as are many business men of the present generation. The connection of the Norris brothers, early locomotive builders of Philadelphia, Pa., with the Schenectady project is less well known. They undertook the operation of the plant by agreement with the trustees who organized the company and secured the capital. Within a year the Norrises had abandoned the project and the properties were bought in by investors in the original company. Five locomotives were built in 1851. The 75-thousandth locomotive was a 6,000-hp. Diesel-electric locomotive built for the Atchison, Topeka & Santa Fe in 1946.

Atlantic Board Told of Revenue Needs and Improving Car Situation

Shipper representatives attending the seventy-sixth regular meeting of the Atlantic States Shippers Advisory Board in Washington, D. C., on September 30 were asked by Vice-President Fred Carpi of the Pennsylvania to assume an "understanding" attitude toward the rate-increase phase of the railroad industry's undertaking to solve its financial problem of the postwar period. The shipper representatives also heard Chairman A. H. Gass of the Car Service Division, Association of American Railroads, assert that freight-car shortages, though "not entirely licked," are "on the way out."

The meeting was held in Washington's Mayflower Hotel, and Mr. Carpi spoke at a luncheon session sponsored jointly by the board and the Traffic Club of Washington. He said that the railroads do not increase freight rates because they want to, but only when they have to in order to keep the industry strong and healthy.

"Our problem is basically no different than that of any other industry," the P.R.R. vice-president continued. "We try to sell a good product at a reasonable profit but we cannot spend more money than we take in and remain solvent. We have to have a profit to stay in business ... Our expenses since 1940 have increased 77 per cent, but increases in freight rates have only averaged 46 per cent. The rate of return has been inadequate to keep the property in the condition required to give the public the type of service to which it is entitled. Neither are we properly prepared for a national emergency."

Mr. Carpi conceded that "opportunities for more economical operation still exist," but he added that "giving them effect involves a slow and costly evolutionary process." "Therefore," he went on, "maximum development of increased efficiency can only be realized when a prosperous condition exists. Expensive experiments, no matter how promising, are deferred when there is difficulty in making ends meet."

Car Shortages "On the Way Out"

Chairman Gass of the Car Service Division spoke at the board's business session, his address being a discussion of the car-supply situation and outlook. In predicting that car shortages are "on the way out," Mr. Gass noted that the railroads are now reporting an average daily shortage of less than 17,000 freight cars, which compares with an average daily shortage of 37,000 cars a year ago. "This," he explained, "has been accomplished, first by installation of over 100,000 freight cars in the past year; secondly, by the continued cooperation of shippers and carriers in securing the most efficient utilization of existing freight car supply by avoiding delays to cars."

The shortage of gondola cars is the "most serious" deficiency at the present time, Mr. Gass continued. He went on to say that the answer to that problem lies in acquisition of more cars and in the most efficient utilization of the existing supply. On the first point, he assured the shipper representatives that the railroads "have been ordering more gondolas," and he revealed that the A.A.R. "has just recommended that orders be placed for an additional 60,000" of such cars. Gondolas now on order total about 18,000, Mr. Gass said.

Among other proceedings of the meeting were reports of the board's committees, including the fourth-quarter carloading estimates of its commodity committees, which were embodied in the national forecast noted in the *Railway Age* of October 2, page 64. The board's president, R. F. Hogan, traffic manager of the Warner Company, Philadelphia, Pa., presided at the meeting.

General Managers Protest Higher Rents for New York Piers

Opposition to a proposed increase in rentals charged by the city of New York for use of harbor pier and bulkhead properties has been voiced by the General Managers' Association of New York in a letter to Mayor William O'Dwyer and members of the Board of Estimate. The letter was submitted by David I. Mackie, general counsel, Delaware, Lackawanna & Western, on behalf of the chief operating officers of railroads serving the New York metropolitan district.

Terming the proposed increases "wholly unjustified and inequitable," Mr. Mackie urged that the "1936 Formula" be left in effect for North river piers, a new ceiling on rentals of East river properties be devised below that contained in the "1936 Formula," and that the City Department of Marine and Aviation be directed to review all outstanding North and East river permits and limit rentals charged in all future permits to conform to those.

Mr. Mackie pointed out that "the competitive position of the Port of New York is today seriously impaired by the high cost of operations" and that "Atlantic and Gulf ports are keenly aware of the favorable competitive position they enjoy and are actively using their lower costs as an argument to divert traffic away from New York."

Railroads serving New York spent more than $31,600,000 in 1947 for operation and maintenance of marine equipment, and stevedoring costs of competitive ports are "substantially less," Mr. Mackie said. Seven of the railroads which lease piers or bulkhead property from the city paid an aggregate of $1,925,000 in rentals during 1947 and $126,000 in insurance premiums. In addition, he pointed out that during the last five years these railroads spent over $2,500,000 in maintenance and improvement of these waterfront facilities, obligations not required by ordinary landlords of their tenants.

C. & O. to Display 46 Budd-Built Passenger Cars

The Chesapeake & Ohio will display 46 new all-stainless-steel passenger cars to the press and the public in major cities and C. & O. on-line points for two weeks, starting October 11, it was announced on October 8 by Robert R. Young, C. & O. chairman. Among the cars, all of which have been built by the Budd Company, are no-extra fare "family coaches," each equipped with a children's motion picture theater seating 10, play room, formula-preparation room and diapering room and a 28-passenger coach section. There also will be tavern-lounge cars, each with luncheonette counter and soda fountain; vista-dome cars and double-car diners. The regular coaches have free, individual baggage lockers to which the traveler retains the key; writing desks and an exhibit case in which are displayed original paintings of C. & O. on-line scenery excuted for the road by contemporary American artists.

A train made up of the different types of cars will be shown to the press in Pennsylvania Station, New York, during the morning of October 11 and then a special press run will be made to Washington, D. C., with stops at Philadelphia, Pa., and Baltimore, Md. At Washington Union Terminal the train will be open to the public all day October 12. After that it will be on public exhibition at cities along the C. & O.'s Chesapeake district, from Charlottesville, Va., to Cincinnati, Ohio. The equipment will be placed in revenue service late this month.

Court to Rule Soon on RR's Bid For More Time in Lincoln Suit

At a hearing in Lincoln, Neb., on September 29, Federal Judge John W. Delehant indicated that he would rule sometime this month on whether the carriers should be given more time to file amended or supplemental pleadings and objections to the government's anti-trust suit against 47 western railroads, two railroad associations and many railroad and banking officials. The defendants based their request for delay on the Bulwinkle-Reed bill passed by Congress last June, which grants carriers immunity from the anti-trust laws in connection with joint agreements if such agreements are approved by the Interstate Commerce Commission (see *Railway Age* of June 19, page 48).

Douglas Smith, attorney for the defendants, told the court that the carriers hoped to file with the commission, by November 1, rate-making agreements provided by the Bulwinkle bill. He asked the court to allow time for the commission to act and for the defendants to amend their answer to the anti-trust suit in line with the commission's decision. He contended that I.C.C. approval of present rate-making practices should end the anti-trust charges against the defendants.

Judge Delehant said that his ruling on the delay would not preclude an attempt by the defendants to inject into the case any issue provided by the Bulwinkle bill. He further indicated that no final decision would be rendered in the anti-trust proceedings before the I.C.C. acts on the rate-making applications which the railroads plan to file.

Canadian Cabinet Defers Action on Freight Rate Protest

Freight rates will remain a top consideration of the Canadian cabinet until it has disposed of the appeal of seven provinces from the 21 per cent increase granted by the Board of Transport Commissioners last March, Acting Prime Minister L. S. St. Laurent announced at Ottawa following conclusion of a two-day hearing. (See *Railway Age,* September 25, page 61.)

The cabinet, Mr. St. Laurent declared, will tackle the $70 million-a-year issue immediately. "We intend," he said, "to reach a decision as expeditiously as possible, having regard to the need for due consideration."

The protesting provinces—all except Ontario and Quebec—have asked the cabinet to disallow the increase, throw it back to the board for re-examination, or so revise it that an increase of less than two per cent would result.

Hugh O'Donnell, senior Canadian National counsel, told the cabinet that

There is no mistaking that youngsters enjoyed and profited from the pageant during the Railroad Fair's 76-day run on Chicago's lake front. As a supplement to their study of American history, a capacity audience of children on September 14 were amused by this Baltimore & Ohio scene while learning the part played by railroads in the nation's growth

the increase was justified solely on the basis of increased costs of material and labor. Since the increase was granted, he declared, operating costs of the C. N. have risen $52 million for the balance of 1948.

C. F. H. Carson, for the Canadian Pacific, stated that the railways are in a "precarious plight" financially; disallowance of the increase would eventually plunge the C. P. into bankruptcy, he contended. "The impoverishment of the Canadian railways," Mr. Carson said, "may well result in their being unable to carry the burden that another world emergency would thrust upon them. . . . It all comes down to a very simple question—whether the users of the transportation services are to pay adequate rates for such services, or whether the taxpayers of Canada are to carry that burden." The wage increase of 17 cents an hour gained by railway employees in July under threat of a general strike was cited as costing the C. P. over $27 million a year.

The Transport Board now has before it an application from the railroads for a further 20 per cent freight rate increase, on which hearings will begin in January, 1949.

Hearing on Basing-Point Decision Scheduled to Start on November 9

Public hearings before a special Senate subcommittee which is investigating the effect of the Supreme Court's April 26 decision upholding the Federal Trade Commission's "cease and desist" order against the cement industry's basing-point system of pricing will begin on November 9 in Washington, D. C., it was announced this week by Senator Capehart, Republican of Indiana, chairman of the Senate group. Senator Capehart said that although the subcommittee has scheduled eight days of public hearings between November 9 and 19, the hearings will not be concluded before the end of January, 1949.

Disclosure of the hearing date was made by Senator Capehart in an address, "What the Cement Case Decision Means to American Industry," before the Economic Club of Detroit, Mich., on October 4. The senator said that the opening sessions of the hearings will be confined largely to the testimony of F.T.C. witnesses and representatives of buyers and sellers of steel, sugar, cement, food and petroleum, and of other basic industries.

Meantime, the Bond Crown & Cork Co., a subsidiary of the Continental Can Company, has filed with the United States Court of Appeals for the Fourth Circuit at Richmond, Va., a petition asking that an F.T.C. order forbidding its use of the basing-point pricing system be vacated. In case the court does not see fit to vacate the order completely, the petition asks that it "determine the meaning or applicability of the terms thereof in order that the petitioner may be advised of its obligations, duties and rights thereunder," according to an announcement made in New York this week by Willkie, Owen, Farr, Gallagher & Walton, attorneys for the petitioning company.

Freight Car Loadings

Loadings of revenue freight in the week ended October 2 totalled 908,581 cars, the Association of American Railroads announced on October 7. This was an increase of 610 cars, or 0.1 per cent, over the previous week, a decrease of 33,874 cars, or 3.6 per cent, under the corresponding week last year, and an increase of 1,413 cars, or 0.2 per cent, over the equivalent 1946 week.

Loadings of revenue freight for the week ended September 25 totaled 907,971 cars, and the summary for that week as compiled by the Car Service Division, A. A. R., follows:

Revenue Freight Car Loadings
For the Week Ended Saturday, September 25, 1948

District	1948	1947	1946
Eastern	159,991	166,721	167,669
Allegheny	184,556	195,999	194,752
Pocahontas	70,273	71,606	74,058
Southern	135,053	132,751	135,338
Northwestern	147,058	152,860	143,465
Central Western	139,447	147,744	138,194
Southwestern	71,593	70,273	63,039
Total Western Districts	358,098	370,877	344,698
Total All Roads	907,971	937,954	916,515
Commodities:			
Grain and grain products	49,675	52,343	49,036
Livestock	17,794	20,765	20,846
Coal	176,907	184,578	193,810
Coke	14,810	14,461	13,903
Forest products	51,205	47,917	48,933
Ore	74,992	75,396	66,196
Merchandise l.c.l.	109,528	121,991	125,312
Miscellaneous	413,060	420,503	398,479
September 25	907,971	937,954	916,515
September 18	909,733	931,072	899,052
September 11	788,700	922,379	907,169
September 4	895,279	808,939	794,483
August 28	891,495	925,712	908,440
Cumulative total 39 weeks	32,013,728	33,105,672	30,418,372

In Canada.—Carloadings for the week ended September 25 totaled 91,402 cars as compared with 90,852 cars for the previous week and 83,563 cars for the corresponding week last year, according to the compilation of the Dominion Bureau of Statistics.

	Revenue Cars Loaded	Total Cars Rec'd from Connections
Totals for Canada:		
September 25, 1948	91,402	35,500
September 27, 1947	83,563	38,628
Cumulative totals for Canada:		
September 25, 1948	2,988,528	1,435,796
September 27, 1947	2,883,137	1,423,002

Westinghouse Materials-Handling Conference to be Held Next Month

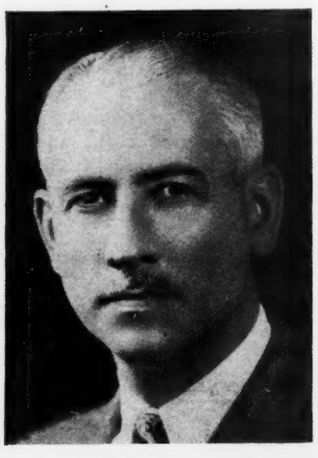
The second materials-handling conference sponsored by the Westinghouse Electric Corporation will be held in Buffalo, N. Y., on November 8-9. The first day's session will convene in the Niagara room of the Hotel Statler and the second day's session in the auditorium of Westinghouse Electric's Buffalo plant.

SUPPLY TRADE

The **Blackmer Pump Company,** Grand Rapids, Mich., has established a direct factory branch sales office at 608 South Dearborn street, Chicago. This office was previously operated by **Bart C. Young** as a manufacturer's representative for Blackmer, and he will continue to direct the activities of the office as district sales manager. Assisting him are **John H. Young** and **Paul B. Duggan,** district representatives. The firm also announces the appointment of **William H. Maloney** as manager of its Los Angeles (Cal.) branch sales office. This office is now located at 736 East Washington boulevard.

The Federated Metals division of the **American Smelting & Refining Co.** has announced the appointment of **A. M. Callis,** former sales manager of its Chicago territory, to the newly created position of general sales manager. The company also has announced the transfers of **J. W. Kelin,** former sales manager of the St. Louis, Mo., territory, to the Chicago territory succeeding Mr. Callis, and **Paul H. Jackson,** former district sales manager at Seattle, Wash., to succeed Mr. Kelin at St. Louis.

Mr. Callis joined Federated in July,



A. M. Callis

1920, as a clerk in the Seattle office. Shortly thereafter he entered the sales field, covering the Washington, northern Idaho and western Montana territories. In 1939 he was appointed district manager of the Portland, Ore., branch and in 1941 was transferred as assistant manager of the Pittsburgh, Pa., plant. He later was appointed manager of the Los Angeles, Cal., plant where he also served in other executive capacities until September, 1945, when he was appointed sales manager of the Chicago territory, with headquarters at Whiting, Ind.

Additional General News appears on pages 94, 95 and 97.

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a unit of POWER

THIS locomotive is a unit of power. It illustrates a significant fact. Where the amount of power that can be packed into a single unit is important—where you want 6000, 8000, even 10,000 horsepower in one engine—the steam locomotive is unchallenged.

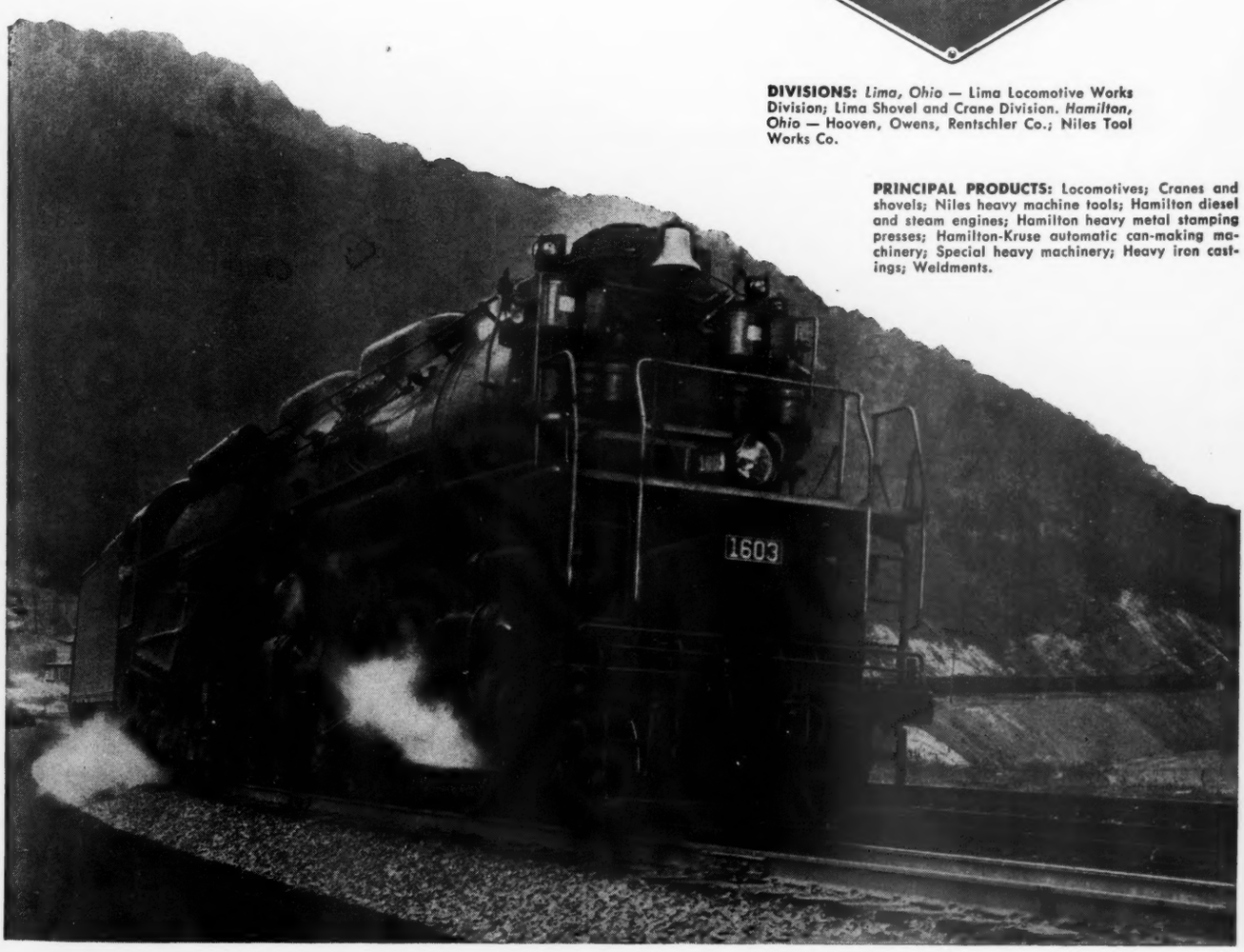
We build such locomotives—steam locomotives like this that have developed 8,000 horsepower and can do more. We will continue to do so. They are fine pieces of machinery. Modern in every respect, they are establishing remarkable records for economy, reliability and low maintenance.

Don't sell these steam giants short. They have their place—and in their place are unsurpassed.

LIMA HAMILTON CORPORATION

DIVISIONS: *Lima, Ohio* — Lima Locomotive Works Division; Lima Shovel and Crane Division. *Hamilton, Ohio* — Hooven, Owens, Rentschler Co.; Niles Tool Works Co.

PRINCIPAL PRODUCTS: Locomotives; Cranes and shovels; Niles heavy machine tools; Hamilton diesel and steam engines; Hamilton heavy metal stamping presses; Hamilton-Kruse automatic can-making machinery; Special heavy machinery; Heavy iron castings; Weldments.



T. A. Purcell has been appointed manager at Providence, R. I., for the **Graybar Electric Company,** to succeed **E. Lum** who has retired. Mr. Purcell has been associated with Graybar for 18 years.

B. F. Bilsland has been promoted from manager of the Chicago district of the **Allis-Chalmers Manufacturing Company** to manager of the newly formed Midwest region, with headquarters as before at Chicago. **J. C. Collier** will succeed Mr. Bilsland as Chicago district manager.

The **Eutectic Welding Alloys Corporation** has announced the appointment of **Jack R. Koske,** formerly welding engineer, as regional sales supervisor in the east central section of the United States.

The **Ex-Cell-O Corporation** has announced the appointment of the **Deems Supply Corporation** as representatives in the northeast territory.

The **Thew Shovel Company** has announced completion of extensive expansion at its parts division in Elyria, Ohio, including additions to its plants Nos. 3 and 5.

Gerald W. Wilson and **William F. Jordan** have been appointed district representatives in the Eastern sales division of the **Caterpillar Tractor Company.** Mr. Wilson will represent the company in northern Georgia, South Carolina and eastern Tennessee, and Mr. Jordan will be its representative in northern Ohio, Michigan and West Virginia.

Charles F. Pigott has been appointed western representative of the **Buckeye Steel Castings Company,** with headquarters at 619 Railway Exchange Building, Chicago. He succeeds **F. J. Cooledge,** who has retired.

C. C. Brown of the paper cup division of the **United States Envelope Company** at Worcester, Mass., has been appointed sales manager of paper drinking cups.

Edmund B. Kinne, formerly production engineer and assistant to the general superintendent of the **McConway & Torley Corp.,** has been appointed product engineer.

The **American Lumber & Treating Co.** has announced the opening of new sales offices in Philadelphia, Pa., and Baltimore, Md. **J. P. Johnson, Jr.,** formerly with the company's Washington, D. C., office, has been appointed sales representative in Philadelphia, and **W. E. Wilkins,** recently in the New York sales department, has been appointed sales representative in Baltimore. Both men will work under the direction of C. D. Bird, district manager in Washington.

F. A. Douglass, formerly assistant engineer in the office of engineer maintenance, Chicago & North Western, at Chicago, has joined the **Woodings-Verona Tool Works,** Peoples Gas Building, Chicago 3, Ill.

EQUIPMENT AND SUPPLIES

G. N. Approves $13,510,000 for 24 Diesels, 1,600 Freight Cars

The executive committee of the Great Northern's board of directors last week authorized the purchase of 24 Diesel-electric locomotives, 100 covered hopper cars, and 500 gondola cars, and construction in the road's own shops of 1,000 steel box cars. The equipment will cost $13,510,000 and bring to $27,000,000 the expenditures authorized by the road this year for new passenger and freight cars and locomotives.

The Diesels include two 6,000-hp. freight locomotives and ten 1,500-hp. road and switching locomotives, to be purchased from the American Locomotive Company, and 12 1,000-hp. switchers to be built by the Electro-Motive Division of General Motors Corporation. All are scheduled for delivery during 1949.

The 1,000 box cars will be built in the second quarter of 1949 at St. Cloud, Minn., and Superior, Wis. A previously authorized lot of 500 box cars for the G. N. and another 500 for the Spokane, Portland & Seattle (subsidiary of the G. N.) will be built at St. Cloud and Superior in the first quarter of 1949. The order for the S. P. & S. was reported in the *Railway Age* of December 27, 1947, and that of the G. N. in the issue of May 22, 1948.

FREIGHT CARS

9,753 Freight Cars Built Last Month

Freight cars produced last month for domestic use totaled 9,753, including 2,775 built in railroad shops, compared with August production of 10,362 cars, including 2,912 built in railroad shops, the American Railway Car Institute announced this week. September production included, the institute said, 4,327 box cars, 3,614 hopper cars, 885 gondola cars, 300 refrigerator cars, 515 tank cars and 112 other cars of various types. New freight cars ordered in September for domestic use amounted to 845, including 350 ordered from railroad shops, compared with August orders for 3,788 cars, including 1,950 ordered from railroad shops. The backlog of freight cars on order and undelivered on October 1 was 108,902 cars, including 32,455 on order from railroad shops.

The **Arica-La Paz** (Bolivia) is inquiring for 30 box cars and 30 flat cars, according to a recent issue of Foreign Commerce Weekly. Sealed bids, accompanied by a guaranty of five per cent of the amount of the bid, must be submitted no later than October 30 to La Secretaria, Direccion General de Ferrocarriles, Ministerio de Obras Publicas, La Paz, Bolivia. Technical specifications covering the cars are available from the same address or from the Bolivian Embassy, Investment Building, Washington D. C.

The **St. Louis-San Francisco** has ordered 400 70-ton 52½-ft. gondola cars from the Pullman-Standard Car Manufacturing Company. An inquiry by this road for 200 such cars was reported in the *Railway Age* of September 18, page 80.

LOCOMOTIVES

Southern Orders 95 Diesels AT Cost of $15,500,000

The Southern has ordered 95 Diesel-electric locomotive units at an approximate total cost of $15,500,000 Ernest E. Norris, president, has announced. The Electro-Motive Division of the General Motors Corporation will build 64 1,500-hp. freight and six 2,000-hp. passenger units and the American Locomotive Company will construct 25 1,500-hp. road-switching units. Delivery of the equipment is expected during the first quarter of 1949. Mr. Norris said also that delivery of 91 Diesel-electric units ordered some time ago is expected later this year or early in 1949. Included in the earlier order were 64 1,500-hp. freight units and 22 switching units being built by Electro-Motive and five 1,000-hp. switching units being built by the Baldwin Locomotive Works. Receipt of the 186 units now on order will give the Southern a total of 521 Diesel-electric units costing about $67,000,000.

SIGNALING

Erie to Extend Train Communication

The Erie, which now has radio train communication in service on 347 mi. between Marion, Ohio, and Salamanca, N. Y., as described in an article in the *Railway Age* of September 11, has placed orders for radio equipment to extend this train communication service between Salamanca and Jersey City, N. J.

The previous installation included equipment in 14 wayside offices, 15 cabooses and both ends of 16 Diesel-electric locomotives. In the new project, equipment will be installed in several additional wayside offices, as well as in nine more Diesel-electric locomotives and 20 cabooses. When discussing the benefits of the radio train communication, H. D. Barber, operating vice-president, said that the radio communication has made it possible materially to reduce train delays resulting from various causes, such as hot boxes, broken drawbars and knuckles.

The **Kentucky & Indiana Terminal** has ordered equipment from the General Railway Signal Company for the installation of an all-relay electric inter-

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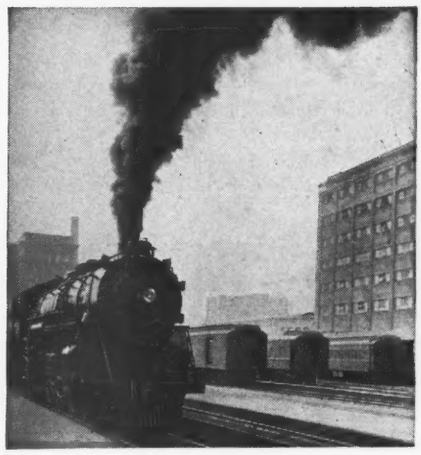
Overfire Jets*

Eliminate Smoke!



JETS OFF

JETS ON

SMOKE GONE

*

Overfire air jets with mufflers, as developed and designed by Bituminous Coal Research, Inc., are now being manufactured and sold by the Franklin Railway Supply Company.

These jets are a result of several years' research by B.C.R. in smoke abatement methods. They use steam to induce air into the sides of the locomotive fire-box, above the fire, so as to burn the volatiles from the coal with little or no smoke.

Quotations on Type A or Type B jets will gladly be supplied, together with recommendations on installation in conformance with B.C.R. specifications.

FRANKLIN RAILWAY SUPPLY COMPANY

NEW YORK • CHICAGO • MONTREAL

STEAM DISTRIBUTION SYSTEM • BOOSTER • RADIAL BUFFER • COMPENSATOR AND SNUBBER • POWER REVERSE GEARS
AUTOMATIC FIRE DOORS • DRIVING BOX LUBRICATORS • STEAM GRATE SHAKERS • FLEXIBLE JOINTS • CAR CONNECTION

locking at Virginia avenue, Louisville, Ky. The 18-in. by 30-in. control panel will be equipped with 14 track indication lights and 18 levers for the control of five switch machines, four electric switch locks, and 12 signals. Types K and B relays, Type SA searchlight signals, Type MD color-light dwarf signals, Model 10 electric switch locks, and Model 5C electric switch machines are included in this order.

The **Spokane, Portland & Seattle** has ordered equipment from the General Railway Signal Company for the installation of an all-relay electric interlocking at North Portland Junction, Ore. The 12-in. by 17-in. control panel will be equipped with eight track indication lights and nine levers for the control of seven switch machines and 10 signals. Type SA searchlight signals, Model 5D dual-control electric switch machines, Type K relays, Type K 1/2 transformers, and Type BT copper-oxide rectifiers will be used in this installation.

ORGANIZATIONS

Robert S. Henry, vice-president of the Association of American Railroads, will be the guest speaker at the next meeting of the **Canadian Railway Club** to be held on October 11, at the Mount Royal Hotel, Montreal, Que., at 8:00 p.m.

The next regular meeting of the **Central Railway Club of Buffalo** will be held on October 14, at 8:00 p.m., in the Niagara Room of the Hotel Statler, Buffalo, N. Y. C. F. Bayer, purchasing agent of the Delaware, Lackawanna & Western at New York, will address the meeting on the subject, "Purchasing—Some Fundamentals and Aspects."

The **Car Foremen's Association of Chicago** will hold its next meeting on October 15, at 8:00 p.m., in the Grand Ball Room of the LaSalle Hotel, Chicago. This meeting, designated as "annual ladies night," will feature the installation of officers.

The **Western Railway Club** will hold its first meeting of the season on October 18, at 6:00 p.m., at the Hotel Sherman, Chicago. Elmer Wheeler will present a talk entitled "Back to Selling the Gizzle."

The **Pacific Railway Club** will hold its next meeting on October 14, at the Biltmore Hotel, Los Angeles, Cal. The general subject for discussion will be "Machine and Power Tools." On October 17, the club will hold its eighth annual golf tournament at the Sonoma Golf and Country Club, Boyes Hot Springs, Cal.

The **New York Railroad Club** will hold its next meeting on October 21 at 8:00 p. m., in the Engineering Societies Building, 33 West 39th street, New York. David E. Smucker, general manager of the Long Island, will address the meeting on the subject "Change at Jamaica."

CONSTRUCTION

St. Louis Southwestern.—This road has awarded a contract to the J. S. Alberici Construction Company, St. Louis, Mo., for construction of an extension to the road's outbound freight house at St. Louis. The estimated cost of the project, including track and other work to be performed by company forces, is $93,664.

Southern.—This road has authorized the following projects, the probable costs of which are shown in parentheses: A 4-mile relocation, including a new bridge over the Cumberland river near Burnside, Ky. ($4,000,000—separate bids have been taken on the approach work, the bridge substructure and the bridge superstructure); rebuilding a trestle near Epes, Ala. ($93,000); constructing additional freight transfer facilities at John Sevier, Tenn. ($90,600); filling a trestle near Blacksburg, S. C. ($35,500—work will be done partly by company forces and partly by contract); and constructing a new passenger station and yard office at Monroe, Va. ($35,000). All projects are to be undertaken by the road's own forces, except where otherwise indicated.

FINANCIAL

Maine Central.—*Stock Adjustment.*—This road has applied to the Interstate Commerce Commission for authority to modify, pursuant to the so-called Mahaffie Act, its 30,000 shares of preferred stock so as to increase the par value of the stock from $100 per share to $185 per share. The road also proposes to provide a dividend, cumulative at the rate of 4 per cent, on the new par value of the stock. The dividend would be payable semi-annually, starting June 1, 1949.

The road told the commission that the proposed changes will eliminate accrued dividends equalling $85 per share or a total of $2,550,000 as of December 1. Approval of its proposal, the M. C. said, will enable it to improve its credit, benefit holders of other classes of its securities and "deal equitably" with holders of the preferred stock. The common stockholders, it held, will be benefited by the removal of the large amount of accrued dividends presently outstanding on the preferred stock, while the preferred stockholders will be benefited by the increased par value on their holdings and a return of $7.40 instead of $5 per share annually.

Another proposal provides that the preferred stockholders shall have voting rights if six semi-annual dividends remain in arrears, after which they would be entitled to elect two members to the applicant's board of directors. The stock now has no voting rights.

Wheeling & Lake Erie.—*Acquisition.*—Division 4 of the Interstate Commerce Commission has authorized this road to purchase the property of its subsidiary and lessor, the Zanesville Belt & Terminal. The latter has outstanding 1,000 shares of capital stock, par value $100 per share. The stock is owned by the W. & L. E., but 993 shares are pledged as security with the Manufacturers Trust Company, trustee under the W. & L. E.'s general and refunding mortgage indenture, dated September 1, 1945. The applicant will surrender for cancellation all of the Z. B. & T. stock—the 993 shares pledged under the mortgage are to be released—and acquire the property as a distribution in complete liquidation of the subsidiary corporation, which is to be dissolved upon completion of the purchase. The transaction will simplify the W. & L. E.'s corporate structure and facilitate refunding of its outstanding mortgage maturing on September 1, 1949, the commission said.

New Securities

Application has been filed with the Interstate Commerce Commission by:

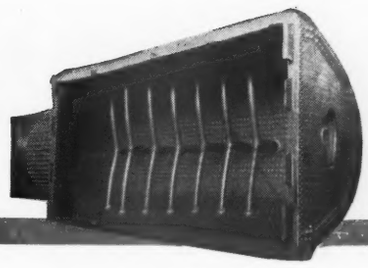
Illinois Central.—To assume liability for $5,500,000 of series AA equipment trust certificates, the proceeds of which would be applied toward the purchase of 1,500 50-ton steel hopper cars at a total estimated cost of $6,933,285. The road will acquire 1,000 of the cars from the Pullman-Standard Car Manufacturing Company, and the remainder from the Pressed Steel Car Company. The certificates, to be sold on the basis of competitive bidding, would be dated October 1 and mature in 20 semi-annual installments of $275,000, starting April 1, 1949.

Division 4 of the I. C. C. has **authorized:**

Southern Pacific.—To assume liability for $11,050,000 of series Y equipment trust certificates, the proceeds of which will be applied toward the purchase of equipment estimated to cost $16,578,700, as described in *Railway Age* of September 18, page 82. The certificates will be dated October 1 and will mature in 10 annual installments of $1,105,000, starting October 1, 1949. The report also approves a selling price of 99.433 with a 2¼ per cent interest rate, the bid of the First Boston Corporation, and associates, on which basis the average annual cost will be approximately 2.37 per cent. The certificates were reoffered to the public at prices yielding from 1.6 per cent to 2.5 per cent, according to maturity.

News Department continued on next left-hand page

FOR EVERY TYPE OF LOCOMOTIVE BOILER



DESIGNED for any steam locomotive, whether coal or oil burning, Security Circulators are now in use in twenty-five different types, ranging from 4-4-2s to 4-8-8-4s. Installations run from three to nine Circulators each, according to the size of the locomotive.

In making such installations, either in new or in existing motive power, the Security Circulators are suitably proportioned to the size and type of boiler so as to give the best results in bettering boiler performance and increasing locomotive utilization.

SECURITY CIRCULATOR DIVISION

AMERICAN ARCH COMPANY INC.

NEW YORK • CHICAGO

Dividends Declared

Atchison, Topeka & Santa Fe—$1.50, quarterly; extra, $2.00, both payable December 1 to holders of record October 29.

Atlantic Coast Line.—5% non-cumulative preferred, $2.50, semi-annually payable November 10 to holders of record October 25.

Cleveland, Cincinnati, Chicago & St. Louis.—5% preferred, $1.25, quarterly, payable October 30 to holders of record October 6.

Minneapolis & St. Louis.—25¢, payable October 15 to holders of record October 11.

Norfolk & Western.—4% preferred, 25¢, quarterly, payable November 10 to holders of record October 14.

Pennsylvania.—50¢, payable November 1 to holders of record October 9.

Reading.—50¢, quarterly, payable November 11 to holders of record October 14.

Average Prices Stocks and Bonds

	Oct. 6	Last week	Last year
Average price of 20 representative railway stocks	48.29	47.40	47.93
Average price of 20 representative railway bonds	88.75	88.63	87.35

RAILWAY OFFICERS

EXECUTIVE

Richard L. Barnes has been elected president and director of the Monongahela Connecting, the Aliquippa & Southern and the Cuyahoga Valley, with headquarters at Pittsburgh, Pa. Mr. Barnes was born at Malden, Mass., on July 29, 1911, and is a graduate of

Richard L. Barnes

Phillips Exeter Academy, Harvard College and Harvard Law School. He was formerly associated with the Pennsylvania in Pittsburgh and Philadelphia, Pa., and with Pan American Airways in New York and San Francisco, Cal.

Lewis W. McCoy, comptroller of the Bessemer & Lake Erie, with headquarters at Pittsburgh, Pa., has been elected vice-president.

Herman P. Dunlap, assistant to the vice-president of the Railway Expres Agency at Chicago, has been appointed executive assistant to the president, with headquarters at New York, succeeding **Ernest T. Williams,** who has been appointed vice-president and general manager of the Mississippi Valley department at St. Louis, Mo. A photograph and biography of Mr. Williams were published in the *Railway Age* of January 17, 1948, page 189.

Mr. Dunlap is a native of Creston, Iowa, and has held various supervisory positions with the Railway Express Agency, mostly in the mid-central states. He began as a platform man at Creston, subsequently becoming

Herman P. Dunlap

night depot agent there, agent at Mommouth, Ill., cashier at San Francisco, Cal., and chief clerk to the superintendent at Atlanta, Ga. Assignments in Anniston, Ala., and Grand Rapids, Mich., followed, and in 1921 Mr. Dunlap became route agent at Lansing, Mich., later transferring to Grand Rapids. On January 1, 1937, he was appointed chief clerk to the general manager at Cleveland, Ohio, and two years later became superintendent there. In 1942 Mr. Dunlap was named superintendent of organization at Chicago and on June 16, 1945, he became assistant to the vice-president at Chicago.

Eugene Morris, chairman of the Central Freight Association at Chicago, has retired, following more than 63 years of service with the association and its predecessor organizations. Mr. Morris is succeeded by **E. V. Hill,** member of the C. F. A.'s auxiliary committee.

William C. Hilton has retired as assistant vice-president, operating department, of the Atchison, Topeka & Santa Fe at Chicago, and has been succeeded by **Arthur C. Jepson,** system contract supervisor, also at Chicago.

Frank C. S. Evans, general counsel of the Canadian Pacific, with headquarters at Montreal, Que., has been appointed vice-president and general counsel.

Paul D. Dorman, formerly executive general agent of the Gulf, Mobile & Ohio at New Orleans, La., has been elected assistant vice-president, with headquarters remaining at New Orleans.

FINANCIAL, LEGAL and ACCOUNTING

R. W. Krumrine, chief claim agent of the Eastern region of the Pennsylvania, has been appointed assistant general claim agent, with headquarters as before at Philadelphia, Pa. **G. B. Jansen,** district claim agent of the Altoona district, succeeds Mr. Krumrine as chief claim agent of the Eastern region.

Lorimer Courtney, assistant comptroller of the Bessemer & Lake Erie, has been promoted to comptroller, with headquarters as before at Pittsburgh, Pa., succeeding **Lewis W. McCoy,** who has been elected vice-president.

Samuel Gregory, claims agent of the Canadian National, has been appointed chief claims agent in the province of Quebec, with headquarters as before at Montreal, Que., succeeding **G. L. McConnell,** who has been transferred to Toronto, Ont., to succeed **D. F. McCraw,** retired, as reported in the *Railway Age* of October 2. Mr. Gregory joined the Canadian National in 1920 as a messen-

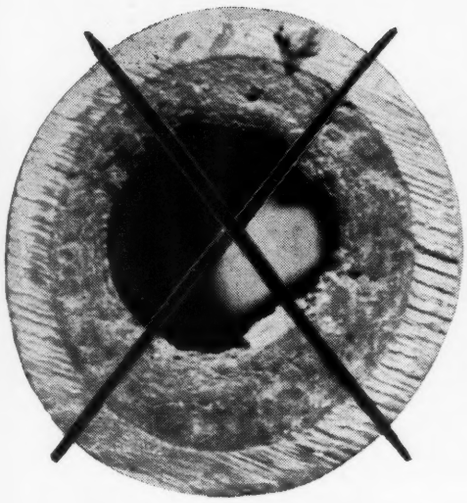
Samuel Gregory

ger in the land and tax department at Montreal and transferred to the claims department in 1923. After serving in various clerical positions he was appointed chief clerk in 1929, becoming claims agent in 1936.

Mr. McCraw was born at Simcoe, Ont., and began his service with the Canadian National in 1901. He served as chief claims agent at Toronto from 1929 until his recent retirement.

J. H. Spence, auditor of revenues of the Canadian National, with headquarters at Montreal, Que., has been appointed assistant comptroller of the system at Montreal, succeeding **Walter Walmsley,** who has retired. **Andrew Clarke,** assistant auditor of revenues, has been promoted to auditor of revenues. Mr. Spence, a native of Montreal, entered the service of the Grand Trunk in 1902 as office boy in the office of the auditor of freight accounts. He received successive promotions to traveling auditor, chief clerk, assistant au-

News Department continued on next left-hand page



SCALED

Superheater Units Drastically Reduce Locomotive Efficiency and the Life of the Units

Scale in superheater units, throttle, or any steam carrying vessel is the result of water carryover.

That is a major condition that exists on all steam locomotives today, and one which can be controlled.

How?

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Montreal, Canada, THE SUPERHEATER COMPANY, LTD.

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ditor, overcharge claims, chief accountant, special auditor, chief disbursements accountant and aud tor of overcharge claims in 1942. He became auditor of agencies in 1943, which position he held until his appointment as auditor of revenues in November, 1947.

J. H. Spence

Mr. Walmsley was born at Southport, England, and joined the Grand Trunk at Montreal as a clerk in the office of the auditor of freight accounts in 1907. He progressed through numerous clerical positions to chief clerk in 1919, assistant to auditor of revenues in 1921, auditor of freight accounts, C. N.

Andrew Clarke

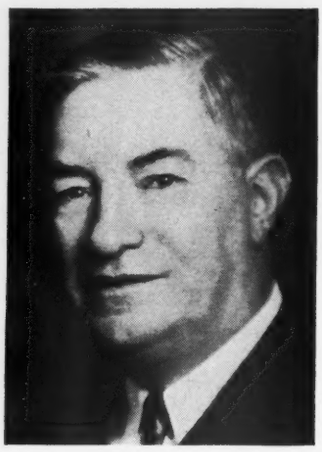
R., in 1923, and to auditor of freight and miscellaneous accounts in 1943. Mr. Walmsley was appointed auditor of revenues in 1945, which position he held at the time of his recent appointment as assistant comptroller.

Mr. Clarke was born at Belfast, Ireland, and began his service with the Canadian National in 1911 as a clerk for the auditor of freight accounts at Montreal.

OPERATING

C. E. Wood, trainmaster of the Missouri Pacific at Jefferson City, Mo., has been transferred to Little Rock, Ark., succeeeding **G. M. Helmig,** who has been granted a sick leave. Mr. Wood is succeeded by **W. A. Catlett,** trainmaster of the River, Lexington and Marshall subdivisions, also with headquarters at Jefferson City. Replac ng Mr. Catlett is **F. E. Fletcher.**

John D. Beltz, general manager of the Central region of the Baltimore & Ohio at Pittsburgh, Pa., has retired, as reported in the *Railway Age* of October 2. Mr. Beltz, who was born at Limaville, Ohio, on December 19, 1879, entered railroad service in 1897 with the Pennsylvania and shortly thereafter became a locomotive fireman on the Baltimore & Ohio. Advancing through various positions, he became superintendent



John D. Beltz

of the Pittsburgh division in 1920, general superintendent of the Pittsburgh district in 1938, and general manager of the Central region in 1942.

Charles H. Thornton, transportation inspector of the Lehigh Valley at New York, has been promoted to trainmaster at Easton, Pa., succeeding **Clyde Y. Williams,** who has been transferred to Jersey City, N. J.

E. B. Ryerson, superintendent of terminals of the Canadian National at Black Rock, N. Y., has been transferred to the Toronto (Ont.) terminals, succeeding **J. B. Currah,** who replaces Mr. Ryerson at Black Rock.

Samuel D. Stainton, general superintendent of organization of the Railway Express Agency at New York, has been appointed general manager of the Northeastern department, with headquarters at Boston, Mass., succeeding **John R. Marra,** who has been appointed vice-president at San Francisco, Cal. Mr. Stainton is a native of Neshoba county, Miss., and entered the express business as a delivery-man at Laurel, Miss. He served as an express messenger on various routes in the South, and then was assigned to clerical duties at Meridian, Miss., and Chattanooga, Tenn. After U. S. Army service during World War I, Mr. Stainton resumed his work with the express company at Charleston, S. C., and later became claim agent at Wilmington, N. C., route agent at Florence, S. C., and route agent and supervisor of transportation at Rocky Mount, N. C. He was ap-

Samuel D. Stainton

pointed agent at Macon, Ga., in 1935; general agent at Jacksonville, Fla., in 1936; superintendent of the Georgia division at Atlanta in November, 1939, and superintendent of organization at Atlanta in 1945. Mr. Stainton became general superintendent of organization at New York on November 1, 1947.

H. E. Deitz, assistant superintendent of the Louisville & Nashville at Evansville, Ind., has been advanced to superintendent at that point, succeeding **John H. Fish,** who has retired. Mr. Deitz is succeeded as assistant superintendent by **R. B. Jones. W. G. McGowan,** assistant superintendent at Ravenna, Ky., has been appointed to the re-created post of assistant superintendent of the Louisville division. **B. C. McClanahan,** trainmaster of the Eastern Kentucky division, has been appointed assistant superintendent of that division at Ravenna. **Charles W. Watson,** assistant trainmaster at Lexington, Ky., has been advanced to trainmaster at Ravenna. Other operating changes include **W. W. Goldman,** appointed trainmaster of the St. Louis subdivision and the Evansville terminals; **J. N. McClanahan,** advanced to trainmaster, Memphis line, with headquarters at Paris, Tenn.; and **Russell E. Graves,** appointed assistant trainmaster at Earlington, Ky.

J. W. Kirk, superintendent of the Scioto division of the Norfolk & Western at Portsmouth, Ohio, has been appointed general agent and superintendent of the Norfolk terminal, with headquarters at Norfolk, Va., succeeding **James O'Keeffe,** who retired on October 1 after 49 years with this road. **P. C. Wingo,** assistant superintendent of the Pocahontas division at Bluefield, W. Va., has been promoted to superintendent of the Shenandoah division at Roanoke, Va., succeeding **F. E. Taylor,**

News Department continued on next left-hand page

Tending Strictly to YOUR *Business*

Maybe you didn't recognize it at first . . . but the picture shows a segment of a very important division of your business!

The complete division represents an investment of over 20 billion dollars. It operates over 200 thousand miles of railroad line. It utilizes almost 2 million items of rolling stock, comprising over 40 types of cars, and a dozen types of locomotives for a dozen basic assignments—each specialized to tend to *your* business better.

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To Direct popular attention to the remarkable achievements of American Railroads, this advertisement has been run in national media by Westinghouse Air Brake Co.

who has been transferred to Portsmouth to succeed Mr. Kirk.

TRAFFIC

Fred H. Rockwell, assistant to traffic vice-president of the Atchison, Topeka & Santa Fe at Chicago, has been appointed acting general freight traffic manager. He is succeeded by **J. E. Doud,** assistant general freight agent at Amarillo, Tex.

Roland W. Howard, assistant general freight agent of the Pennsylvania at Chicago, has retired following more than 41 years of service.

George A. Hill, division freight agent of the Pennsylvania at Chicago, has been advanced to assistant general freight agent at that point, with continued jurisdiction over the Chicago district freight sales and service organization. **C. R. Burr,** division freight agent at Louisville, Ky., has also been appointed assistant general freight agent at Chicago. Mr. Burr succeeds **Roland W. Howard,** who has retired. Replacing Mr. Burr at Louisville is **Joseph A. Sladen,** district freight agent at Altoona, Pa. **John D. Finley,** division freight agent at Columbus, Ohio, has been advanced to assistant general freight agent at Philadelphia, Pa., succeeding **E. B. Hoskins,** who has retired. Mr. Finley is succeeded by **D. B. Lenny,** industrial agent at New York.

Frank B. Phelps, assistant general freight agent of the Seaboard Air Line, with headquarters at Norfolk, Va., has been promoted to general freight agent in charge of rates, with the same headquarters, succeeding **C. L. Senter,** who has been appointed assistant to freight traffic manager. **Robert F. Woody,**

Frank B. Phelps

assistant to freight traffic manager, has been appointed assistant general freight agent, succeeding Mr. Phelps. A native of Dewey Rose, Ga., Mr. Phelps was affiliated with several railroads in the south prior to entering the service of the Seaboard in 1923 as executive rate clerk in the general freight office at Norfolk. After serving in various other capacities, Mr. Phelps was appointed assistant general freight agent, which position he held at the time of his recent promotion.

G. B. Moellmann, assistant to general freight traffic manager of the Chesapeake & Ohio at Richmond, Va., retired on September 30 after 41 years of service in freight traffic work, the last 21 years of which were with the C. & O.

MECHANICAL

C. I. Clugh, assistant chief of motive power—car of the Pennsylvania, with headquarters at Philadelphia, Pa., has been appointed works manager at Altoona, Pa. Mr. Clugh, who will direct operations at the Altoona Works, largest railroad shops in the world, succeeds **F. G. Grimshaw,** who has been granted a leave of absence until December 1, when he will retire. **H. M. Wood,** general superintendent of motive power of the Western region at Chicago, succeeds Mr. Clugh as assistant chief of motive power—car, at Philadelphia. **Harold C. Wright,** superintendent of motive power of the Western Pennsylvania division of Pittsburgh, succeeds Mr. Wood at Chicago. **M. A. Pinney,** assistant electrical engineer at Philadelphia, has been appointed engineer of tests at Altoona having

C. I. Clugh

charge of the road's extensive test department. Mr. Pinney succeeds **L. B. Jones,** who has been granted a leave of absence until November 1, when he will retire.

Mr. Clugh was born at Altoona in 1901 and entered railroad service at the age of 17 as machinist apprentice with the Pennsylvania. He attended Valparaiso and Purdue Universities after completing his apprenticeship, and returned to the P.R.R. after graduation in 1926, becoming motive power inspector at Harrisburg, Pa., in 1929. Thereafter, Mr. Clugh served successively as gang foreman at Harrisburg, Pa., and enginehouse foreman at Delmar, Del., and in May, 1937, he was advanced to assistant master mechanic of the Lake division at Cleveland, Ohio. He became resident inspector at Pittsburgh, Pa., in July, 1938; chief material inspector at Altoona in February, 1941, and master mechanic of the Philadelphia Terminal division in February, 1943. He went to Pitcairn, Pa., as master mechanic on May 1, 1945, and was promoted to superintendent at Logansport, Ind., on April 16, 1946, which position he held until the following November, when he became assistant chief of motive power-car, at Philadelphia.

Harold T. Nowell, superintendent of motive power and car equipment of the Central Vermont, with headquarters at St. Albans, Vt., retired from active service on October 4 under the terms of the Railroad Retirement Act. Mr. Nowell, a native of Reading, Mass., and a graduate of Colby Academy, entered railroad service in 1901 as a machinist apprentice in the Boston & Maine shops at Concord, N. H. After his apprenticeship, he became a machin-

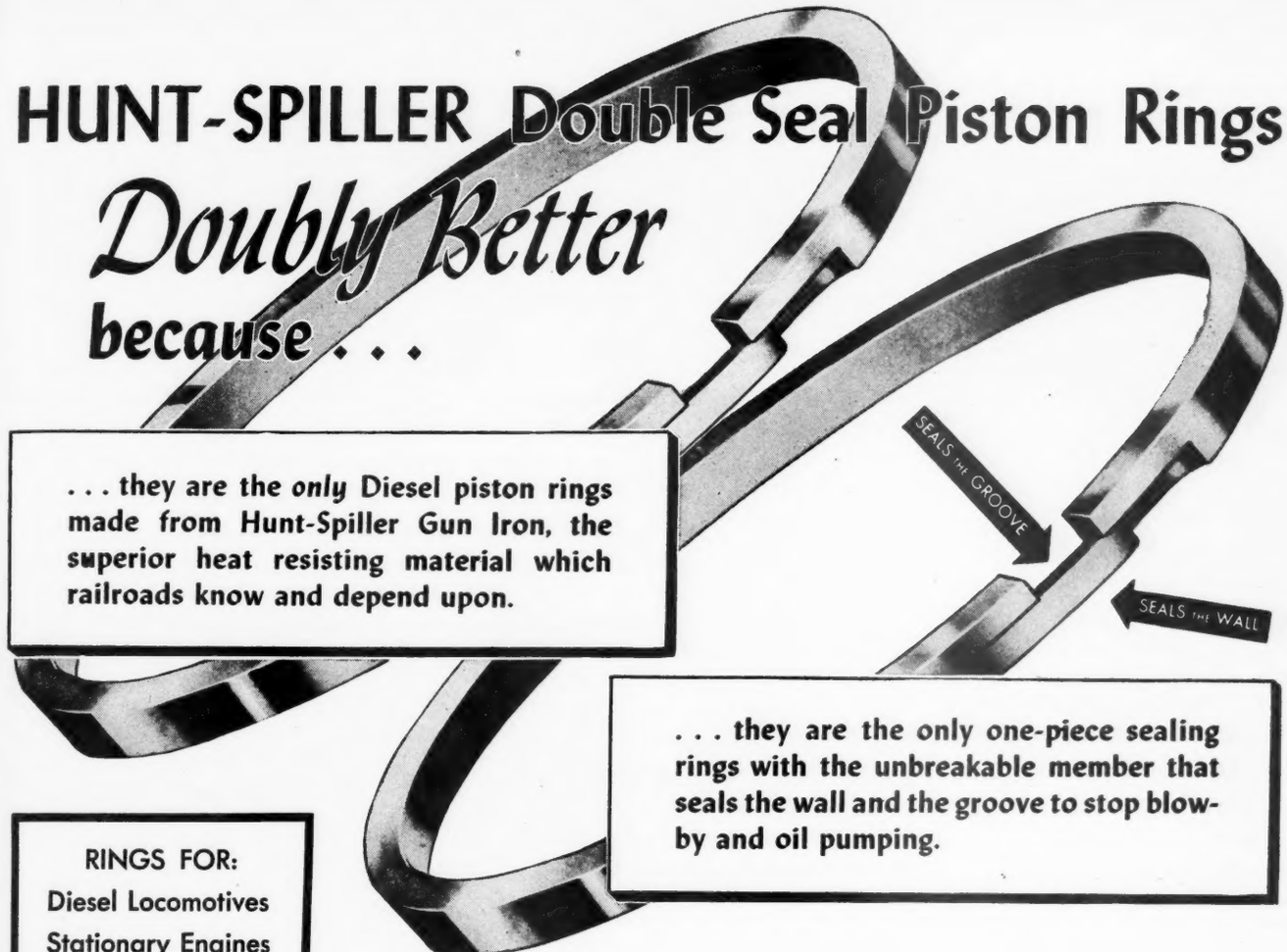
Harold T. Nowell

ist at Concord, and in 1907 became foreman of Sayles Bleacheries Maintenance Shop in Pawtucket, R. I. In 1908 Mr. Nowell went with the Maine Central at Portland, Me., as a machinist and in 1909 returned to Concord as apprentice instructor for the B. & M. In 1910 he was promoted to erecting shop foreman at Concord and from 1911 to 1914 was general foreman of the locomotive shops. At that time Mr. Nowell was chairman of the B. & M. special commission which purchased more than a million dollars worth of tools and mechanical equipment for the shops at Billerica, Mass., and was assigned to the road's special engineering unit during the construction of those shops. From 1914 to 1917, he served as assistant shop superintendent at Billerica and during World War I he was general superintendent of the shell plants of the New York Air Brake Company at Watertown, N. Y. Mr. Nowell went with the Central Vermont on May 1,

News Department continued on next left-hand page

HUNT-SPILLER Double Seal Piston Rings

Doubly Better because . . .



. . . they are the *only* Diesel piston rings made from Hunt-Spiller Gun Iron, the superior heat resisting material which railroads know and depend upon.

. . . they are the only one-piece sealing rings with the unbreakable member that seals the wall and the groove to stop blow-by and oil pumping.

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Compressors
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Size 1" to 96"

As exclusive railroad sales agents for Double Seal Rings, Hunt-Spiller has staked a 138-year old reputation for quality on their satisfactory performance. You can therefore specify Hunt-Spiller Double Seal rings with confidence, knowing that your Diesel ring and maintenance costs will be at the absolute minimum.

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Cylinder Bushings	Valve Bull Rings	Dunbar Sectional Type Packing	Light Weight Valves
Cylinder Packing Rings	Crosshead Shoes	Duplex Sectional Type Packing	Cylinder Liners and Pistons
Pistons or Piston Bull Rings	Hub Liners	for Cylinders and Valves	for Diesel Service
Valve Bushings	Shoes and Wedges	(Duplex Springs for Above	Cylinder Snap Rings
Valve Packing Rings	Floating Rod Bushings	Sectional Packing)	Valve Rings, All Shapes

1919, as mechanical superintendent and in 1941 his title was changed to superintendent of motive power and car equipment.

O. R. Pendy, assistant chief mechanical officer of the New York, Chicago & St. Louis at Cleveland, Ohio, has been appointed master mechanic of the Nickel Plate district, with headquarters at Conneaut, Ohio, succeeding **J. C. Miller,** who has retired after 38 years of service with the Nickel Plate. **Bernard O'Donnell,** assistant master mechanic of the Lake Erie and Western district at Lima, Ohio, has been appointed master mechanic of the Clover Leaf and Lake Erie and Western districts, with headquarters at Frankfort, Ind., succeeding **J. B. Wright,** who has retired after 40 years of service. **R. J. Mahoney,** general roundhouse foreman at Frankfort, succeeds Mr. O'Donnell as assistant master mechanic at Lima. The position of assistant chief mechanical officer has been abolished.

Arthur Selbee, superintendent of shops of the Grand Trunk Western at Battle Creek, Mich., has been appointed superintendent of motive power and car equipment of the Central Vermont, with headquarters at St. Albans, Vt., succeeding **Harold T. Nowell,** retired.

George E. Lund, master mechanic of the Erie at Buffalo, N. Y., has been appointed acting district master mechanic at Meadville, Pa., replacing **G. L. Fisher,** who has been granted a leave of absence. **F. D. Kennedy,** master mechanic at Marion, Ohio, has been transferred to Buffalo. **F. D. Dunton,** master mechanic at Port Jervis, N. Y., has been transferred to Marion. **C. E. Maahs,** general foreman at Meadville, has been promoted to master mechanic.

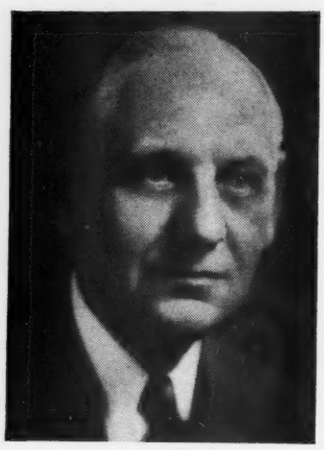
John E. Bjorkholm, whose retirement as superintendent of motive power of the Chicago, Milwaukee, St. Paul & Pacific at Milwaukee, Wis., was reported in the *Railway Age* of October 2, was born in Sweden on December 19, 1883. Mr. Bjorkholm entered railroad service in 1906 as a locomotive fireman with the Milwaukee, becoming locomotive engineer in 1911, traveling engineer in 1917 and master mechanic in 1918. In the following year Mr. Bjorkholm was advanced to assistant superintendent of motive power, which post he held until 1941, when he was promoted to superintendent of motive power.

ENGINEERING and SIGNALING

Spencer Danby, assistant valuation engineer of the Pennsylvania at Philadelphia, Pa., has been promoted to valuation engineer, succeeding **D. O. Lyle,** who is retiring.

Frank R. Layng, vice-president and chief engineer of the Bessemer & Lake Erie at Greenville, Pa., resigned from those positions on October 1, to become consulting engineer of the road, with headquarters remaining at Greenville. **J. E. Yewell,** assistant to chief engineer at Greenville, succeeds Mr. Layng, and **L. D. Shelkey,** supervisor of track, has been appointed office assistant to chief engineer.

Mr. Layng was born at Salem, Ohio, on September 9, 1878, and received his higher education at the Western University of Pennsylvania. He entered railroad service in 1897 as a rodman on



Frank R. Layng

the Pennsylvania, and in 1900 he went with the B. & L. E. as draftsman. Two years later he became assistant engineer, being advanced to engineer of bridges and buildings in 1903 and to engineer of track in 1906. Mr. Layng retained this position until the latter part of 1928, when he was promoted to assistant chief engineer. In 1931 he was advanced to chief engineer, and in 1946 was appointed vice-president and chief engineer.

Mr. Yewell was born on June 23,

J. E. Yewell

1892, at Baltimore, Md., and attended Baltimore Polytechnic and Cornell university, being graduated from the latter in 1912 with a Bechelor of Science degree in civil engineering. He entered railroad service in August, 1912, as an axeman on the Baltimore & Ohio, and in January of the following year he went with the B. & L. E. as draftsman. He subsequently advanced through the positions of chief draftsman and supervisor of track, and in June, 1939, he was appointed engineer of bridges and buildings. In August, 1947, Mr. Yewell was promoted to assistant to chief engineer, the position he was holding at the time of his recent appointment as chief engineer.

A. E. Haywood, assistant engineer of Grand Trunk Western's Chicago division, has been appointed assistant engineer maintenance of way at Detroit, Mich.

SPECIAL

Henry W. Quellhorst, superintendent of police of the Pennsylvania's Western region at Chicago, has been transferred to the road's Central region at Pittsburgh, Pa., succeeding **John W. Shumaker.** Mr. Quellhorst is replaced at Chicago by **Arthur C. Fasolas,** captain of police of the road's Cleveland division.

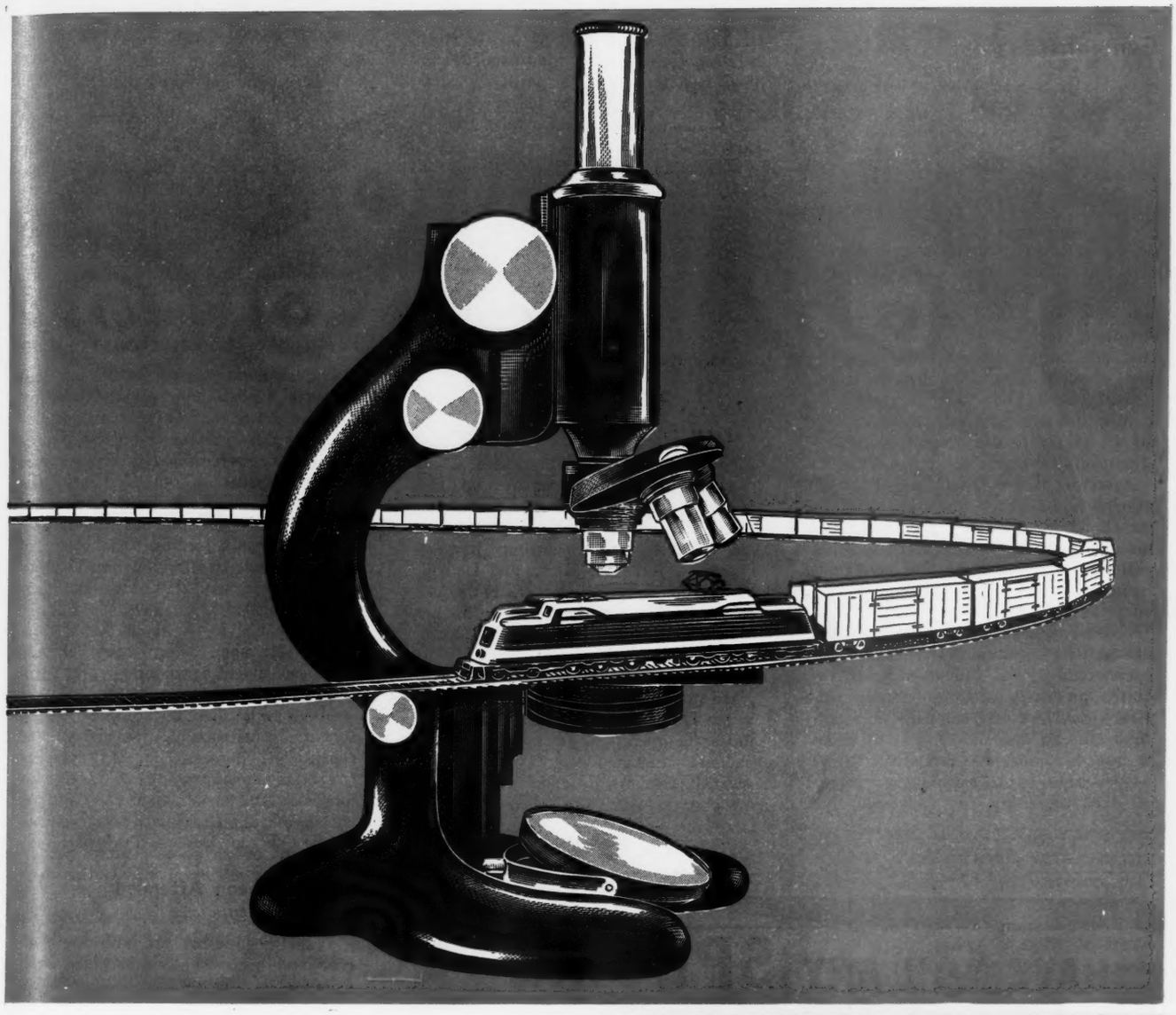
William F. Paar, assistant superintendent of dining cars and lunch rooms of the Northern Pacific, with headquarters at St. Paul, Minn., has been advanced to superintendent of dining cars and lunch rooms, succeeding **A. W. Thomson,** who has retired. Mr. Paar is replaced by **L. S. Waller,** chief clerk in the dining car department.

OBITUARY

Roy Wallace Clark, vice-president in charge of traffic of the Northern Pacific at St. Paul, Minn., died on October 3 at the age of 68, following a heart attack.

Charles Ernest Betts, who retired in 1940 as general auditor of the Atchison, Topeka & Santa Fe at Chicago, died at his home in California on September 25.

R. D. Rifenburgh, district manager of the Car Service Division of the Association of American Railroads at Detroit, Mich., died suddenly on September 30 at his home in that city, at the age of 52. Mr. Rifenburgh was born at Worcester, Mass., on May 23, 1896, and entered railroad service on April 15, 1914, as clerk on the Fitchburg division of the Boston & Maine at Greenfield, Mass., serving in various clerical and stenographic positions in the office of the chief train dispatcher and of the superintendent until February 8, 1918, when he went with the Car Service Division of the American Railway Association (now the Association of American Railroads). After serving in various capacities at Washington, D. C., and New York, he was appointed district manager at Cincinnati, Ohio, on September 1, 1941, transferring to Dallas, Tex., on April 1, 1942, and to Detroit on November 1, 1942.



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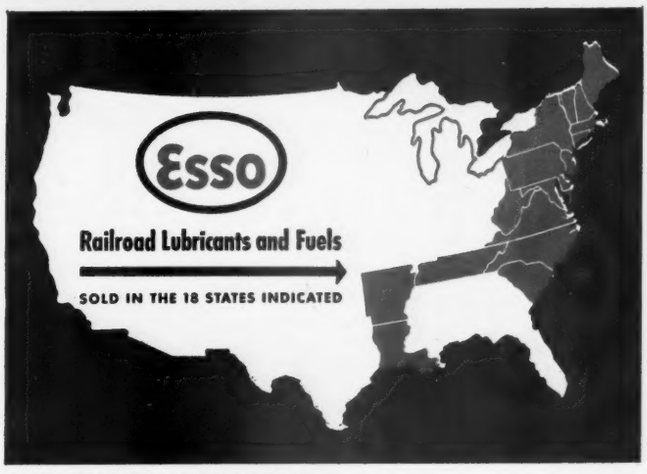
That's why every train that runs on Esso Fuels and Lubricants is a "lab on wheels"... and that's why Esso Railroad Products so *fully meet* today's railroading petroleum needs!



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Boston, Mass.—New York, N. Y.—Elizabeth, N. J.—Baltimore, Md.
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Columbia, S. C.—Memphis, Tenn.—Little Rock, Ark.—New Orleans, La.

ESSO STANDARD OIL COMPANY OF PENNSYLVANIA
Philadelphia, Pa.

The Sign of QUALITY Esso The Symbol of SERVICE

General News

(*Continued from page* 80)

Johnson Suggests Conference To Discuss Shortage of Rail

The shortage of steel rail has prompted Colonel J. Monroe Johnson, director of the Office of Defense Transportation, to request Secretary of Commerce Sawyer to call a meeting of railroad and steel company officers to discuss possibilities of increasing production of that commodity by the steel mills. The O.D.T. director seeks to step up the output of rail without making it subject to the present voluntary allocations program.

Asserting that a "crisis" exists, Colonel Johnson said the rail situation on a number of railroads indicates that their rail commitments will be decreased this year by approximately 20 per cent. Some shortages, he added, will be as much as 40 per cent.

Colonel Johnson contended that the international situation and the heavy commercial load "justifies and requires" an "early meeting" between Secretary Sawyer, steel company and railroad officers, and the O.D.T. in order to find an "immediate remedy" to what he described as an "alarming" problem. At the same time, he suggested that the difference of 1,500,000 tons of steel between the 6,500,000 tons exported in 1946 and the 5,000,000 tons allocated for export this year should be used for the production of both rail and freight cars.

Meanwhile, a spokesman for the O.D.T. stated that reports by the carriers to that agency disclose that they expect to receive from 10 to 50 per cent less steel rail than required. The spokesman also said that the rail shortage has forced one southern road to refrain from using its heavy power. The southern roads and the short lines, he added, have been "hit the hardest."

Wabash Operations into Detroit Put on Eastern Standard Time

Division 2 of the Interstate Commerce Commission has further modified previous commission orders in the Docket No. 10122 proceeding so as to put Wabash train operations between Oakwood Junction, Mich., and Detroit, approximately 8 miles, on eastern standard time. The modification also applies to the road's so-called Oakwood Yard.

The Wabash has been operating its trains into Detroit through Oakwood Yard to Delray on central time. Between Delray and Detroit, however, 4.4 miles, the operations are on eastern time and are conducted over tracks used by several other roads wihch also operate on eastern time. The terminal operations of all other roads entering Detroit also are on eastern time.

The commission noted that the yard crews of the Wabash, while required to have central time on their watches, must frequently operate over lines used by other crews observing eastern time. The discrepancy, it said, has resulted in "substantial" confusion and inconvenience. Organizations representing Wabash employees requested the modification, and the road offered no objection.

Monthly Steel Allocations Approved For Tanker Construction Program

The voluntary plan making steel products available for the construction and repair of tankers for oil transportation has been approved by Secretary of Commerce Charles Sawyer and Attorney General Tom C. Clark, the Department of Commerce's Office of Industry Cooperation has announced.

This action allocates 40,380 tons of steel products monthly from October through February, 1949, for the purposes indicated.

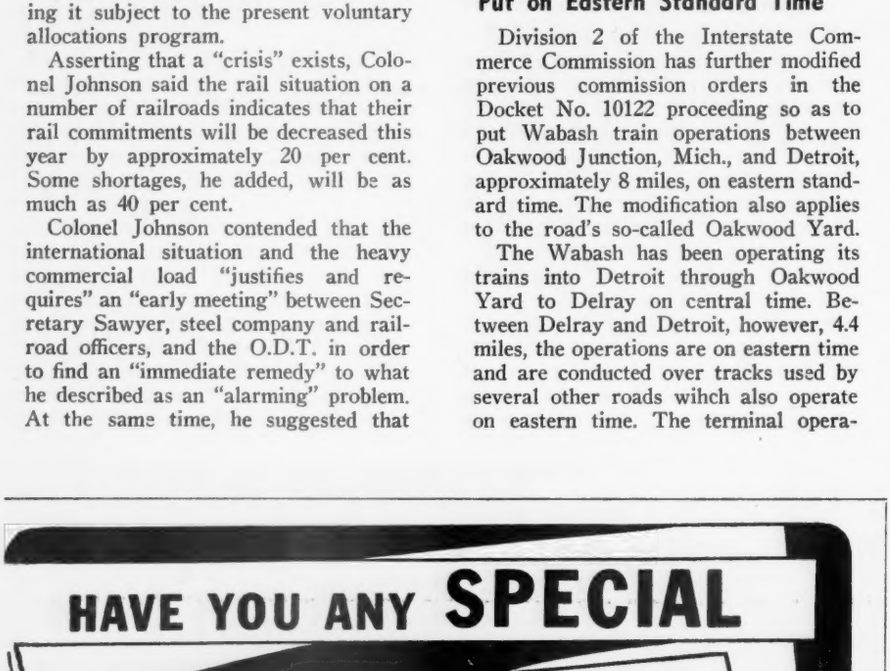
As reported in *Railway Age* of September 11, page 80, approval already has been given a voluntary plan providing approximately 20,000 tons of steel monthly during the same period for the construction, conversion and repair of domestic freight-carrying barges and towing vessels of 3,000 gross tons or less for inland waterway or harbor use. This plan will be supervised by the Office of Defense Transportation.

"Y" Luncheon Attended By Negotiators

Wage negotiators on both the railroad and union sides interrupted their meetings in Chicago long enough to attend a luncheon at the Palmer House on September 22, in connection with two-day conferences of Western region and New York Central and Pennsylvania Railroad Y. M. C. A.'s. R. C. White, chief operating officer, Missouri Pacific, acting as chairman of the luncheon meeting, opened by saying, "The Y. M. C. A. is an organization about which too many of us know too little."

Daniel T. Loomis, recently elected chairman of the Association of Western Railways and chairman of the Western Carriers Conference Committee, emphasized that the "Y" has an important function "in this troublous world of conflicting ideologies." Tracing the history of the Y. M. C. A. from its founding in England in 1844, the speaker emphasized the importance of the principles of Christianity in American life. Characterizing "the propaganda of statism" as the "propaganda of defeatism," Mr. Loomis said that the latter, while it masquerades as a means of social betterment, is actually "the equality of slavery." Upon the success of organizations like the "Y," he said, "depend our success in defeating foreign ideologies."

Frank Bloom, executive secretary, transportation department, National Council of Y. M. C. A.'s, characterized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the railroad "Y" as "a cooperative enterprise." Its success is based upon the fact that the railroads are interested enough in their employees to put up money and property for building and operating expenses.

Practically all of the 142 railroad "Y's" in the country, said Mr. Bloom, are housed in railroad-built or owned property, but are operated by local boards of management which comprise active railroad employees and officers as lay members. On such boards the locomotive engineman has the same rank as a division superintendent. The great challenge before the railroad Y. M. C. A.'s, he added, is not one of creature comforts—though that is important—but to stimulate men to exercise their wills; to determine the great truths of democracies; and to keep alive the sense of dignity of the individuals as a spiritual being.

In connection with the 1948 membership drive of the Railroad "Y," Judge R. V. Fletcher, chairman of the campaign committee, has issued a booklet containing facsimiles of letter endorsements of the campaign and the "Y" from 23 railroad presidents, the heads of 11 railway unions, Interstate Commerce Commission, Office of Defense Transportation, Pullman Company and Railway Express Agency.

Transportation Association Announces National User Panel

The Transportation Association of America has announced the membership of the national user panel of the cooperative project being undertaken by the association in an effort to resolve the controversial issues of the transportation problem and to assist the House committee on interstate commerce.

"For 50 years national policies have been largely resolved as a result of compromises between the different forms of transport or through class legislation which prefers one group as against another," declared Donald D. Conn, executive vice-president of the association. "The result is constantly higher costs which affect the whole marketing and distribution system of the country.

"In dealing with the issues the national panels of users, investors and transport agencies are closely cooperating to design a set of principles for federal regulation which will assure efficient services at the lowest rates compatible with a fair return upon private capital, prudently used. Careful consideration is being given to procedures for matching income with outgo in transportation, to taxation, consolidations, coordinations and to a myriad of subjects which emerge from years of public neglect of the affairs of this vital public service.

"When the panels have reached tentative conclusions, the issues will be referred to regional advisory forums. These forums, composed of leaders of agriculture, industry, finance and trans-

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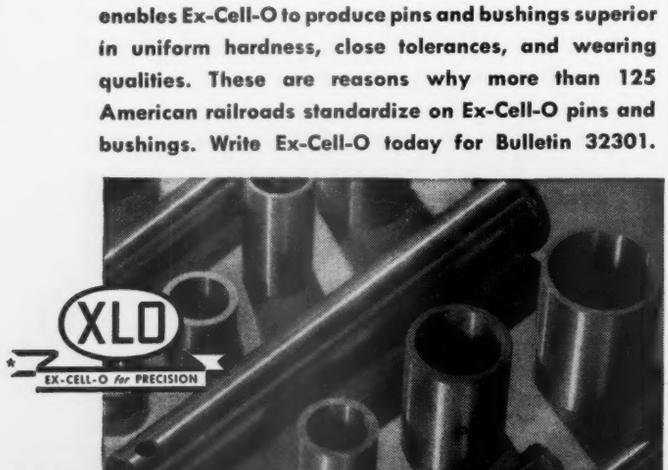

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1. That the names and addresses of the publisher, editor, managing editor, and business managers are:

Publisher, Simmons-Boardman Publishing Corp., 30 Church St., New York 7, New York.

Editors, Samuel O. Dunn, 105 W. Adams St., Chicago 4, Ill., and James G. Lyne, 30 Church St., New York 7, N. Y.

Managing Editor, C. B. Tavenner, 30 Church St., New York 7, N. Y.

Business Manager, C. Miles Burpee, 30 Church St., New York 7, N. Y.

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5. That the average number of copies of each issue of this publication sold or distributed, through the mails or otherwise, to paid subscribers during the twelve months preceding the date shown above is 10,057. (This information is required from daily publications only.)

C. MILES BURPEE.

Sworn to and subscribed before me this 23rd day of September, 1948.

EDMUND J. PUYDAK.

[SEAL] (My commission expires March 30, 1949)

port, will review the recommendations of the panels in the light of the trends and requirements of each area.

"Finally, recommendations—in statutory form—will be submitted to Congress early in 1950."

The national user panel, headed by Charles W. Braden, of New York, general traffic manager of National Distillers Products Corporation as chairman, also includes:

A. G. Anderson, Socony-Vacuum Oil Company; P. E. Anderson, Zenith Radio Corporation; A. D. Carleton, Standard Oil Company of California; Frank S. Clay, Portland (Ore.) Traffic Association; William H. Day, Boston (Mass.) Chamber of Commerce; Charles Donley, Charles Donley & Associates; Marcus M. Emmert, Coca Cola Company; H. M. Frazer, F. W. Woolworth Company; Carl Giessow, St. Louis (Mo.) Chamber of Commerce; William Heckendorn, American Seed Trade Association; J. W. Holloway, Kansas-Missouri River Mills; H. G. Huhn, Libbey-Owens-Ford Glass Company; H. H. Huston, American Can Company; Elmer B. Jones, Norton Company; F. A. Leffingwell (Dallas, Tex.); Irving F. Lyons, California Packing Corporation; Harry M. Mabey, Mathieson Alkali Works; George E. Mace, Commerce & Industry Association (New York); Robert W. Marshall, E. I. du Pont de Nemours & Co.; A. G. T. Moore, Southern Pine Association; R. C. Neill, California Fruit Growers' Exchange; R. J. Newberry, Johns-Manville Corporation; L. F. Orr, Pet Milk Company; W. H. Ott, Jr., Kraft Cheese Company; Lee J. Quasey, National Livestock Producers' Assn.; John B. Sanford, Sherwin-Williams Company; Walter F. Schulten, Pittsburgh Consolidation Coal Company; G. H. Shafer, Weyerhaeuser Sales Company; Lowe P. Siddons, Holly Sugar Company; E. B. Smith, General Mills; W. L. Thornton, Jr., Kimberly-Clark Corporation; H. E. Wiggin, National Biscuit Company, and J. W. Witherspoon, U. S. Rubber Company.

G. W. Arnold, B. & O. Officer, Appointed to N.S.R.B. Post

G. W. Arnold, industrial development manager of the Baltimore & Ohio and the B. & O. Chicago Terminal, has been appointed to head the plant dispersion division of the National Security Resources Board. Mr. Arnold will assume most of the duties heretofore performed by F. E. Henderson, who has been named deputy director of production. He will be on loan from the B. & O. and will serve without compensation.

From 1940 to 1944, Mr. Arnold was special consultant to the Chief of Army Ordnance on safety and security and plant location problems. He is a member and past president of the American Railway Development Association, and vice-chairman of the American Industrial Development Council.

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